The Bombay Gazette.

No 9,507—New Series. BOMBAY :—FRIDAY, MAY 9. 1879.

SHIPPING.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. ETHIOPIA, 2,030 Tons, 350 H. P., Commander G. W. Wicks, R.N.R., on SATURDAY, the 10th May 1879, at 2 p.m., calling at Rotnagherry, Vingorla, Goa, Carwar, Coompta, Mangalore, Cannanore, Tellicherry, Beypore, Calicut, Cochin, Allippey, Tuticorin, Colombo, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Conveyance to the Nilgherry Hills.—The steamers are timed to reach Beypore at daybreak, and arrangements have been made for a train to leave Beypore specially in connection with the steamers' arrival to convey passengers right through to Mettapolium, where they will arrive at 7-45 p. m., and after staying for the night can proceed up the Ghat early the following morning.

MACKINNON, MACKENZIE & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE,

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will despatch the S. S. ABYSSINIA, 1,130 Tons, 200 H. P., Commander R. L. Turner, on THURSDAY, the 15th MAY, 1879, at 4 p.m., to the PERSIAN GULF, touching at KURRACHEE, GWADER, MUSCAT, JASK, BUNDER ABBAS, LINGA, BAHREIN, BUSHIRE, FAO, BUSREH, and occasionally at MAHOMERAH.

MACKINNON, MACKENZIE & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, will despatch Steamers to Kurrachee every THURSDAY at 4 p.m., and every MONDAY at 10 a.m.

The S. S. VINGORLA, 578 Tons, 130 H. P., Commander O. R. Mitchell, on MONDAY, the 12th May 1879, at 10 a. m., calling at Verawul, Mangrole, Pore Bunder, and Cutch Mandvie, both ways.

The S. S. ABYSSINIA, 1,130 Tons, 200 H. P., Commander R. L. Turner, will be despatched on THURSDAY, the 15th May 1879, at 4 p.m.

MACKINNON, MACKENZIE & Co., Agents.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

BOMBAY TO LONDON, via ALGIERS AND LISBON.

S. S. BURMAH, 1,081 Tons, will leave Bombay 31st May 1879, and connect at Aden with S.S. ARCOT, 1,782 Tons and AVA, 2,60 .

Saloon passage .... Rs. 500
Second Class passage ...... ,, 335

Both arcot and ava, carry a Surgeon and a Stewardess, ava is due in London 28th June 1879, and arcot 12th July. Transfer at Aden made by Company.

MACKINNON, MACKENZIE & Co.,
Bombay, 7th May 1879. Agents.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

BOMBAY TO NATAL, MOZAMBIQUE, ZANZIBAR, ADEN, HODEIDA AND JEDDAH.

S. S. BURMAH, 1,081 Tons, will leave for Aden, Zanzibar and Mozambique on SATURDAY, 31st May 1879. Cargo and Passengers for Hodeida and Jeddah can be sent by this steamer at through rates. A favourable opportunity of passage to Natal is offered as the Union steamer is timed to leave Zanzibar for Natal within 24 hours of Burmah's arrival.

MACKINNON, MACKENZIE & Co.,
Bombay, 7th May 1879. Agents.

STEAM COMMUNICATION WITH ITALY via SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th, and BOMBAY on the 1st of each Month.

PASSENGERS' RATES FROM BOMBAY,
(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class. Including Wines.	3rd Class. Without food.
Aden	Rs. 220	Rs. 150	Rs. 40
Suez	360	250	80
Port Said	380	240	90
Jaffa	400	300	120
Beyrout	425	320	125
Cyprus	450	330	130
Messina	540	340	140
Naples	500	340	140
Leghorn	500	340	140
Genoa	560	340	140
Marseilles	550	350	145

Children under 3 years, free of charge; Children not above 10 years, half fare.

Passengers' heavy Baggage will be delivered in LONDON FREE of CHARGES to the extent allowed in the Handbooks. All extra Luggage will be charged for at rates which can be learnt from the Agent.

NEXT STEAMERS FROM BOMBAY:
MANILLA, to sail on SATURDAY, 10th May 1879.
SINGAPORE to sail on TUESDAY, 1st July 1879.

Passengers and Cargo are now booked for JAFFA, BEYROUT, and CYPRUS.

A steamer of the Company leaves Port Said regularly every Thursday, which carries the Passengers from Bombay to the abovenamed three ports.

All Steamers of this Company have large First and Second class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 a. m. Any unavoidable detention will, however, be advertised at least one day previously.

For Hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.
Bombay, Jan., 1879.

Mr. DAVID MacIVER'S LINE OF STEAMERS.

TUSCANY,
CAPT. GOUGH.
BOMBAY TO HAVRE.

THIS Steamer will sail on the 7th June. She has very comfortable accommodation for a limited number of passengers.

Rate of passage money, Rs. 400.

For passage, &c., apply to
W. & A. GRAHAM & Co., Agents.

Mr. DAVID MacIVER'S LINE OF STEAMERS.

THESSALY,
CAPTAIN FRANK HARBORD.
BOMBAY TO LIVERPOOL.
TO SAIL 7TH JUNE.

THIS Steamer's accommodation is all amidships and on Deck. Rate of passage money, Rs. 400. For passage, &c. Apply to

W. & A. GRAHAM & Co., Agents.

ANCHOR LINE OF STEAMERS.

ANGLIA,
2,230 Tons Register, 400 H. P. Nominal.
BOMBAY TO LIVERPOOL.

THIS Steamer will sail on the 2?th instant. For passage, &c. Apply to

W. & A. GRAHAM & Co., Agents.

HALL LINE OF STEAMER.

RYDAL HALL,
2,700 Tons, 400 H. P.
BOMBAY TO LIVERPOOL.

THIS Steamer will sail as above on the 17th May. Her Saloon and State Rooms are all on Deck. For passage or further particulars apply to

W. & A. GRAHAM & Co., Agents.

HALL LINE OF STEAMER.

SPEKE HALL.
BOMBAY TO LIVERPOOL.

THIS Steamer will sail as above on the 21st June. Her Saloon and State Rooms are all on Deck. For passage or further particulars apply to

W. & A. GRAHAM & Co., Agents.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.
S.S. WISTOW HALL,
2,674 Tons, 400 H. P.
CAPTAIN T. COLLIN.

THIS Steamer will be despatched on or about the 6 h June. Her Saloon and Cabins are all on Deck. For Passage, &c., apply to Messrs. KING, KING & Co.

EDWARD BATES & Co., Agents.
Bombay 19th April 1879.

BRITISH INDIA STEAM NAVIGATION COMPANY.

STEAM TO RANGOON DIRECT.

S. S. CHILKA, 2,000 Tons, will be despatched as above on MONDAY, 12th May, 1879. For Freight and Passage apply to

MACKINNON, MACKENZIE & Co.,
Bombay, 5th May 1879. Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other Steamers will be despatched for EUROPE:—

Vessels.	Tons.	H.P.	Captains.	1879
— THIBET	2593	400	H. Torbock	12th May
(s) SURAT	3141	550	H. Breeze	19th do.
— KHIVA	2609	450	G. Lee	26th do.
(s) NIZAM	2725	450	A. E. Barlow	30th do.
— VENETIA	2726	450	C. G. Perrins	6th June.
(s) GWALIOR	2725	450	J. O. Babot	13th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (s) proceed direct to Southampton. By the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A Launch leaves the Company's Dock Head, Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Bombay, 17th April 1879. Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta:—

Vessels.	Tons.	H.P.	Captains.	
TEHERAN	2589	400	A. H. Johnson	12th May.
KHEDIVE	3742	600	J. D. Steward	26th May.
MALWA	2933	450	P. S. Tomlin	9th June.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Bombay, 17th April 1879. Superintendent.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY, CALLING AT GALLE.

THE following Steamers will be despatched for the above ports:—

Vessels.	Tons.	H.P.	Captains.	
TANJORE	2263	450	W. W. Fentiman	23rd May.
SIAM	3014	500	G. N. Hector	20th June.
ASSAM	3033	500	N. Stewart	18th July.

A Launch leaves the Company's Dock Head, at Mazagon, at 3 p.m. on the day of sailing.

For Passage, &c., apply to

J. R. KELLOCK,
Bombay, 17th April 1879. Superintendent.

QUEEN INSURANCE COMPANY.

CAPITAL,
TWO MILLIONS STERLING.
FIRE RESERVE FUND ... £261,444

Fire Premiums after deducting Re-insurances..	In 1870	£139,808
	,, 1873	£295,149
	,, 1877	£450 883

POLICIES issued and CLAIMS promptly paid without reference to Head Office, by

KILLICK, NIXON & Co.,
Agents.

SALES BY AUCTION.

MEHRJEE, JOHNSTON AND COMPANY.

On WEDNESDAY, the 14th instant, sale commencing at 1 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction at Breach Candy, the valuable and handsome household furniture, plated, glass, and porcelain ware, and a large collection of selected plants in tubs and flower-pots, the property of Captain W. H. Haydon, R. E. Full particulars will be given hereafter.

SALE of RAILWAY MATERIALS, ENGINEERING STORES, TIMBER, PALROWS, CARTS, TANKS, HORSE, BULLOCKS, &c., &c., near the Port Trust, Elphinstone Bunder, opposite to the Prince's Dock, and at Messrs. Glover & Co.'s, Nesbit Lane, Byculla.

Under instructions from Messrs. GLOVER & Co., Messrs. MEHRJEE, JOHNSTONE & Co. will sell by Public Auction, at the above mentioned premises, on THURSDAY the 15th day of May 1879, and on each succeeding day, (sale commencing at 1-30 P. M.) the undermentioned Engineers' and Contractors' surplus, plant, stores, &c., comprising:—

A large quantity of 68 lbs. rails, and some 26 and 40 lbs. single and double chairs, points and crossings, sleepers, fish bolts and nuts, spikes keys, rail gauges, wagon bearing, springs, conical draw springs, signal apparatus, &c.

Powras, picks, blenay-wood handles, shovels, mud scoops, steel and iron drilling bars, tempting rods, crow bars, iron gummels, galvanized buckets, iron pails, empty oil drums and tins, oil cans, Engine feeders, cane and bamboo baskets, sand washing sieves, nowgans' poles, babool-wood mallets, masons' bars, chisels, lewises, stone clips and clamps, steel quarry hammers, sledge hammers, metal hammers, sootkies, &c.

Iron chain and slings, galvanized blocks, Weston's blocks, coir and Manilla rope, pile ringers, engines and monkeys, gunslings, shear-legs, teakwood travellers' derrick pole, teak mast, &c.

Carpenters', fitters' and smiths' tools, screw augers, saws, files, spanners, bellows, anvils, blocks, &c.

New iron flat and round bars and sheet, old wrought and cast iron, bolts, nuts, &c. copper, brass, and zinc new and old, cast-iron pipes, bends and cocks, fire bars &c., leather belting 4" 6" and 9," India rubber suction pipe, patent fuse, roofing felt, cement, fencing wire, galvanized screws and washers, octagonal wooden huts for chowkeys &c., 4 asphalte boilers, apparatus for analyzing pumice lime, &c., old mortar mill stone-rollers, mortar stone, and water-carts, iron water tanks, ladders, bamboos, temporary shed, old casks, lanterns, naphtha-lamps, &c., blackwood and deal office-tables, babool-wood sprags, filling-pieces, teeth keys, &c.

One fast trotting grey Mare and four pairs good strong Bullocks, three purrows:—

No. 3990	Eshwant	62	candies.
,, 1015	Ally Mahomed	55	,,
,, 3999	Mangeree Bhowanee	56	,,

Timber:—Large quantity of larch struts for shoring, &c. 16 to 24 feet long and 10 inch by 9 inch teak logs, 6 to 18 feet long and 12 inch by 12 inch fir beams, 6 to 30 feet long round timber, 12 to 20 feet long, teak, jungle and deal planking, rafters and boarding scantlings, new and old, large quantity of deal and jungle blocks and broken pieces, &c.

The property is on view at the above named places, and particulars may be learned on application to the undersigned or to Glover & Co.

It will be sold in convenient lots to suit buyers.

N. B.—The sale will begin first day at the Elphinstone Bunder premises.

MEHRJEE, JOHNSTON & Co.
Bombay, 9th May 1879.

CRAWFORD AND COMPANY.

1, MARINE STREET, BOMBAY.

SALE OF SUPERIOR FIRST CLASS TEAK SQUARES AND SCANTLINGS.

TO-MORROW, SATURDAY, the 10th instant, at 4 P.M. Messrs. CRAWFORD and Co. will sell by Public Auction at Frere Bunder—

275 superior first class Teak squares ex-Mary P. Kitchen and Nimrod.

And at Tank Bunder, on account and at the risk of Abdool Rhaman Dada—

21 Tons Battens.
6 ,, cut pieces 6 by 1.
4½ ,, Scantlings 3 by 1.

In small convenient lots to suit the requirements of purchasers.

USUAL AUCTION SALE.

On MONDAY next, the 12th instant, at 2 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms:—

10 bales grey shirtings.
10 ,, ,, dhoties.
10 cases Ted prints.
1 case striped granadines.

On account of the concerned:—

7 cases damaged yellow metal braziers.

On account and at the risk of Bomanjee Shapoorjee.

B S—S 9—1 case white stripe dorias.

On account and at the risk of Sagur Jaichund.

E L 279/82, 284/5 } 6 bales orange yarn.

SALE OF SUPERIOR TEAK BOARD AND SCANTLINGS.

On TUESDAY, the 13th instant, at 4 p m, Messrs. CRAWFORD and Co. will sell by Public Auction at Tank Bandar,

About 125 tons 1st class teak board and scantlings in small convenient lots to suit the requirements of purchasers.

SALE OF STEAM LAUNCH.

On THURSDAY, the 15th instant, at 3 P. M., Messrs. CRAWFORD and Co. will sell by Public Auction at their rooms by order of the Administrator-General.

The Steam Launch "Rose," No 3940, of the burthen of 13 62 100 tons about 50 feet in length and 10 feet in breadth, as she now lies at Jungeera, belonging to the estate of the late Mr. John Broadfoot.

On SATURDAY, the 17th instant, sale commencing at 1 p.m., Messrs CRAWFORD and Co. are instructed to sell by Public Auction, at No. 82, Parel Road, Byculla opposite the Byculla Iron Works, the valuable and handsome carved and French-polished blackwood household furniture, plated, glass, and porcelain ware, a sweet toned mahogany square pianoforte C. H. Schoroder and Co., the property of Andrew Johnston, Esq.

Full particulars will appear hereafter, and catalogues will be printed.

LATE SUPREME COURT FILE, EQUITY SIDE.

DAVIDASS HURJEEWUNDASS—Complainant.
MADHAVDASS RUNCHORDASS and others—Defendants.

Pursuant to an order made in the above suit, dated the 2nd day of May, instant, Messrs. CRAWFORD and Co. are instructed to sell by Public Auction the undermentioned property on the premises on SATURDAY, the 17th instant, at 4 o'clock p.m., all that piece or parcel of land with the messuage tenement or tenements standing thereon, and situate in Manordass Roopjee Lane, within the Fort, in the subdistrict of Fort and Colaba, and containing by admeasurement about 100 square yards, and assessed under No. 10 and bounded on the east by the property of Messrs. E. Vurjeewundass and Nurrotumdass Madhowdass, on the west by the aforesaid Manordass Roopjee Lane, on the south by the property of the late Gheila Soorjee, and on or towards the north by a public passage.

For further particulars and conditions of sale, apply to the undersigned.

CRAWFORD & Co.
Bombay, 9th May 1879.

NOTICE.

LOTTERY ! LOTTERY !
IN AID OF ST. FRANCIS XAVIER'S CHURCH, DABOOL, BOMBAY.

IN order that the accounts of the above Lottery may be CLOSED and the RESULT SUBMITTED to the PARTIES CONCERNED, the winners of prizes who have not as yet applied for them are requested to do so within 3 months from this date, after which date the accounts will be closed and the unpaid or unclaimed prizes forfeited for the benefit of the Church.

The Agents also who have not as yet settled their accounts are requested to do so as early as possible that the undersigned may not be COMPELLED TO PUBLISH THEIR NAMES together with the amount due.

All communications to be addressed to the Treasurer.

A. A. LOBO, Rev.
J. P. D. DeSOUZA, } Trustees
S. P. DeSOUZA.

S. V. QUADROS, Treasurer, 35, Cavel.
Bombay, 28th March 1879.

NEW ADVERTISEMENTS.

WILSON'S GREAT WORLD CIRCUS.

CHANGE OF PROGRAMME.
THIS (FRIDAY) EVENING.
COME AND SEE
THE ZULU CHIEF.
COME AND SEE
LITTLE ADELE.
AND
HER PERFORMING PONY,
"SOUVENIR."
COME AND SEE
THE GREAT GREGORYS
In wondrous and Marvellous Feats.
COME AND SEE
THE COMIC BALLET.

[WANTED, Fifty Tailors to sew the buttons that will be burst off the vests with laughter at the Comic Ballet.]

ALL THE EDUCATED HORSES.
THE FUNNY CLOWNS.

COME AND WITNESS A PERFORMANCE WHERE TRUE MERIT IS THE STANDARD.
A HUNDRED ANNAS TO THE RUPEE
is the Value of all Entertainments given by
WILSON'S GREAT WORLD CIRCUS.

And now that Young Bombay has, by the Management been tendered the Freedom of the Circus, we expect to see thousands of happy, smiling, contented faces greet us with their presence for the few remaining nights of our stay this season in Bombay.

ANNOUNCEMENT EXTRAORDINARY.

RUPEES 9,500
TO BE GIVEN AWAY, IN *BONA FIDE GIFTS.*
THE MANAGEMENT HAVE COMPLETED ARRANGEMENTS FOR A SERIES OF
GRAND GIFT ENTERTAINMENTS,
COMMENCING
SATURDAY EVENING, MAY 10TH.
ON EACH EVENING
RUPEES 500
AND AT THE MIDDAY PERFORMANCES
RUPEES 250
WILL BE GIVEN AWAY.

The value of the Gift Checks have been set at 8 annas, therefore parties purchasing Three-rupee Tickets will receive six Gift Checks; parties purchasing Two-rupee Tickets will receive four Gift Checks; parties purchasing One rupee Tickets will receive two Gift Checks; and parties purchasing Eight-anna Tickets will receive one Gift Check.

The Gifts will consist of the following amounts:—Rs. 10, Rs. 20, Rs. 25, Rs. 50, Rs 100, and

A GRAND GIFT OF Rs. 1,000,
WHICH WILL BE AWARDED ON
SATURDAY EVENING, MAY 17TH,

when all parties holding numbers for any of the Gift Entertainments that have not been awarded Gifts, will be entitled to participate in the final drawing for the

RUPEES 1,000 GIFT.

In order to convince the Public that the above amount will be given away, in a strictly *bona fide* manner, a committee, will be selected by the audience at each Entertainment to superintend the distribution of the Gifts.

TO BE LET, a FURNISHED BUNGALOW in the MARINE LINES for one month. Rent moderate. Apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

TO BE LET, a large FURNISHED BUNGALOW, No. 9 in the CIVIL LINES, POONA, opposite the Bungalow of the Hon'ble Byramjee Jeejeebhoy, C. S. I. For particulars apply to

E. W. FLOWER,
4, Hummum Street. House Agent.

IN THE COURT FOR THE RELIEF OF INSOLVENT DEBTORS, BOMBAY.

In the Matter of EBRAHIM OOKA, who lately carried on Trade or Business in Bombay of Wholesale and Retail Dealer in China and other articles, an adjudged insolvent.

NOTICE is hereby given, that on the twenty-first day of May, instant, ANUNDA SEWA and COMPANY, the Petitioning Creditors, and all other Creditors of the abovenamed Insolvent, do appear before this Honourable Court, and show cause, if any they have, why the Order made in this matter on the first day of January, one thousand eight hundred and seventy-nine, should not be revoked, whereby it was ordered that the said insolvent should be adjudged to have committed an act of insolvency, and should within thirty days from the aforesaid date file a schedule in this Honourable Court, in the Form in Schedule C. annexed to the said Act.—Dated this 7th day of May 1879.

C. W. L. JACKSON,
Clerk of the Court.

Court House, Clerk of the Court's Office, Fort, Bombay, this 8th day of May 1879.

ASHANTEE HAMMOCKS, ON SALE BY TREACHER & COMPANY (Ld.),

BOMBAY, BYCULLA, AND POONA.

THE MOST AGREEABLE PAPER

FOR
POSTAL CORRESPONDENCE
IS
De La Rue & Co.'s EXTRA SUPERFINE
WATER-LINED NOTE PAPER.

Price, per Packet of 5 quires.
With OBLONG Envelopes. Cash Rs. 2-6; Credit, Rs. 2-12. With SQUARE Envelopes. Cash, Rs. 2-10; Credit Rs. 3-0.

EVERY ONE CAN USE IT,
AND ALL WHO DO ARE PLEASED WITH IT.

TREACHER AND COMPANY, Ld.,
BOMBAY, BYCULLA, AND POONA.

TREACHER & CO.'S SUPERFINE VIOLET POWDER.

A combination of Farinaceous and Vegetable Ingredients, Scented with agreeable and attractive Perfumes.

IT is perfectly innocuous to the most delicate skin, well adapted as an absorbent Powder for

TOILET AND NURSERY USE IN INDIA,
and guaranteed to be
Free from Arsenic or other injurious matter.

	Cash.	Credit.
Small size Tins..........Rs.	0 10	0 12
Double size Tins.......... ,,	1 0	1 2

TREACHER & COMPANY, Ld.,
Pharmacists and Dispensing Chemists,
BOMBAY, BYCULLA, AND POONA.

WALKER'S EXTRACT OF COFFEE AND CHICORY,

SUPERIOR to anything hitherto offered. One bottle makes fifteen imperial pints of strong Coffee of excellent flavour, the equivalent of 30 large or 60 small breakfast cups, being nearly a pint for one anna. Invaluable in travelling, campaigning, shooting, or at sea.

Per Half Imperial Pint Bottle, Re. 1.
Discount on a Dozen.

D. S. KEMP AND CO.,
SASSOON HOUSE, BOMBAY.

THE STANDARD LIFE OFFICE.

ESTABLISHED 1825.

THE attention of persons desirous of effecting LIFE Assurances is directed to the advantages afforded by the STANDARD LIFE ASSURANCE COMPANY, ESTABLISHED 1825.

The position of the Office is briefly as follows:

UPWARDS of FOUR HUNDRED THOUSAND POUNDS STERLING is paid ANNUALLY to the Families and Representatives of deceased Policy holders.

THE REVENUE exceeds SEVEN HUNDRED THOUSAND POUNDS PER ANNUM, and

THE FUNDS in hand, for the payment of future claims, amount to upwards of FIVE MILLIONS STERLING—invested only in the most unexceptionable Securities.

The Conditions of Assurance are liberal; premiums moderate; and every facility is afforded for the despatch of business.

STANDARD LIFE OFFICE,
Bombay Branch Office.
GEO. OLIVER,
Acting Secretary.

PURE AND SPARKLING AERATED WATERS.

TREACHER & Co., LIMITED, direct attention to their list of AERATED WATERS which are prepared with the greatest regard to cleanliness and purity. By the aid of Steam power these Waters are charged with Gas at the greatest possible pressure, being thus rendered sparkling and agreeable in the highest degree.

Their LEMONADE and other FLAVOURED WATERS are celebrated for their freshness and their delicious taste.

Their TONIC WATER, the demand for which is constantly increasing, is unequalled for its delicacy of flavour and tonic properties, each bottle containing a definite quantity of Quinine presented in an agreeable form

		Cash			Cash
SODA WATER	per doz.	0 12	AERATED WATER	per doz.	0 12
TONIC WATER (THE ORIGINAL)	,,	1 0	POTASH WATER	,,	0 12
SELTZER WATER, introduced by T. & Co.	,,	1 0	LITHIA WATER	,,	1 8
LEMONADE AND GINGERADE	,,	1 0	VICHY WATER	,,	1 4

Bottles are charged Rs. 2 per dozen, the same amount being allowed for them when delivered free at our Manufactory.

Mineral, Acid, and Medicated Waters prepared to order.

Manufacturing Chemists,
TREACHER & COMPANY, Ld.,
BOMBAY, BYCULLA AND POONA.

"Shall there be no more cakes and ALE? Yes, by St. Anne, and GINGER shall be hot i' the mouth too."—*Twelfth Night.*

PRIME AROMATIC GINGER ALE.

A NON-ALCOHOLIC beverage of delightful flavour and remarkable stimulating properties. A real acquisition to the Dinner Table.

See that it bears our label over the cork.
Per dozen Re. 1-8, Bottles Rs. 2=Rs. 3-8.

D. S. KEMP & CO.
SASSOON HOUSE, BOMBAY.

THACKER & COMPANY, LIMITED,

ESPLANADE HOTEL, BOMBAY.

BOOKS ! BOOKS ! ! BOOKS ! ! !
THE BEST WORKS IN ALL BRANCHES KEPT IN STOCK.

THE Newest Books imported by every Mail. Orders sent Home weekly for Books not in stock.

SUBSCRIPTIONS RECEIVED FOR NEWSPAPERS AND PERIODICALS.
⁂ SUBSCRIPTION LIST UPON APPLICATION.

STATIONERY
FOR PRIVATE, COMMERCIAL, AND OFFICIAL USE.
MATHEMATICAL AND DRAWING
INSTRUMENTS.
SURVEYING AND ENGINEERING
INSTRUMENTS AND MATERIALS.
ARTIST'S MATERIALS
of all descriptions received frequently to ensure freshness.
PHOTOGRAPH ALBUMS.
SCRAP ALBUMS.
STEWARD'S CELEBRATED BINOCULARS AND TELESCOPES.
TABLE FRAMES
FOR PHOTOGRAPHS IN GILT METAL, VELVET, AND OLIVEWOOD.
TERRESTRIAL AND CELESTIAL
GLOBES.
COMPENDIUM OF GAMES,
CHESSMEN, BACKGAMMON BOARDS, DRAUGHTS, DOMINOES.
PLAYING CARDS,
Enamelled or plain (club) backs.
CHUBB'S PATENT DESPATCH BOXES, PAPER BOXES, CASH BOXES.
FRITH'S INDIAN PHOTOGRAPHS.
CHURCH SERVICES, PRAYER BOOKS, BIBLES, HYMN BOOKS.
BOUND AND ILLUSTRATED BOOKS FOR PRESENTS IN GREAT VARIETY.
PORTEMONNAIES, TOURIST CASES, HAND BAGS, BLOTTERS,
And a variety of other Goods. The stock is being increased by every Mail.

THACKER & CO., LIMITED,
ESPLANADE HOTEL, BOMBAY.

BADHAM, PILE AND CO.,

HOSIERS, GLOVERS, SHIRT-MAKERS, AND GENERAL OUTFITTERS.

THE HOT SEASON.

WE have now in hand a large stock of goods specially adapted for wear during the very hot weather.

HOSIERY DEPARTMENT.

Thin Gauze Banians (absorbing), from	2	8	each
,, Lisle Thread Socks, from	15	0	doz.
Fine Cotton Socks, from	8	8	
Very fine Balbriggan Sock embroidered (speciality)	28	8	doz.
Thin soft Merino Socks from	23	0	doz.
Ladies Lisle Thread Hose from	18	8	doz.

SHIRTS.

"The Zephyr Cloth," very thin and cool, choice new patterns, with collar attached	6	8	each
French Cambrics, good style and fast colours, with collar attached	5	0	,,
Fine Long Cloth, made exclusively for India, with fine Linen Fronts and Cuffs	5	8	,,

SLEEPING SUITS.

"The Zephyr Cloth"	11	0	each
Oxford	11	0	,,
Cambric	7	8	,,
Silk and Wool	19	0	
All silk (a great luxury)	25	0	

SCARFS AND TIES.

Linen Pin Scarf new shades, just arrived	1	8	each
Coloured Cambric Ties, all widths, from	5	0	doz.
Washing Silk Windsors, Light Fancy Checks, and Blue or Black ground, white spot	2	8	each

HAT DEPARTMENT.

Pith Helmets, new shape	6	8
Drill on Cork Helmets	8	8
Large Pith Topees from	6	8
Ellwood's Patent Sun Hats and Helmets, with Air Chamber for Ladies and Gentlemen	15	0
Andree's Terai Hat	18	8
Tweed Hats, new shapes	5	0
Felt Hats, in all the new shapes	9	8
Fine Muslin Pugrees	2	0
Sun Umbrellas white cotton (lined)	5	8
Buff Alpaca ,,	7	8
White Umbrella covers	2	8

LIGHT THIN TWEED SUITINGS, TROUSERINGS, FINE SERGES, &c., &c.
Made expressly for hot weather wear in India.

Less Ten per cent. discount for prompt Cash.

BADHAM, PILE AND COMPANY,
BOMBAY.

LIEBIG COMPANY'S EXTRACT OF MEAT.

"Is a success and boon for which Nations should feel grateful."—See *Medical Press, Lancet, British Medical Journal, &c.*

"Consumption in England increased tenfold in ten years."

Invariably adopted when once fairly tried.

To be had of all Storekeepers and Dealers throughout India.

CAUTION.—Genuine only with fac-simile of Baron Liebig's Signature in Blue Ink across Label.

FINEST AND CHEAPEST MEAT-FLAVOURING STOCK, FOR SOUPS, MADE DISHES & SAUCES.

INVALUABLE FOR INDIA, ON ACCOUNT OF ITS KEEPING GOOD IN THE HOTTEST CLIMATES, AND FOR ANY LENGTH OF TIME.

LIEBIG'S EXTRACT OF MEAT CO., LIMITED, 43, Mark Lane, London, England.

BOURNE AND SHEPHERD,

PHOTOGRAPHIC ARTISTS,
No. 10, RAMPART ROW, BOMBAY.
(Near the Esplanade Hotel,)
ALSO AT
CALCUTTA AND SIMLA.
STUDIO FOR PORTRAITURE OPEN DAILY
FROM 9 A. M. TILL 4 P. M.

INDIAN SCENERY.

Messrs. Bourne and Shepherd's collection of Photographs of Indian Scenery is the LARGEST and BEST existing. These Photographs represent Scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Neilgherries, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana and Burmah.

RAJPOOTANA.

A handsomely-bound Album containing 30 large Views of Architectural Remains and beautiful Scenery in Rajpootana with copious Letter-press Description by J. Burgess, Esq., F.R.G.S., M.R.A.S. Price per copy Rs. 100.

N.B.—The above volume would be very suitable for presentation to Friends at Home.

COLOURING.

Portraits painted in Oil or Water-Colour, from the smallest Miniature up to the size of Life.

"CARTES" of European and Anglo-Indian Celebrities, Native Chiefs and Native Characters, Frames, Cases and Albums great variety always in stock.

August 1st 1875. 10 Rampart Row.

NEW ADVERTISEMENTS.

GRANT ROAD THEATRE.

LESSEES—Messrs. JACK & WHEATLEIGH.

THIS (FRIDAY) EVENING, 9TH MAY.
TRUE ART HOLDS THE FIELD.
LARGEST HOUSES EVER IN BOMBAY.
ANOTHER WONDERFUL PERFORMANCE.
MISS FIRMIN'S
Greatest Dramatic Triumph,
MERCY MERRICK,
In Wilkie Collins' modern social lesson,
THE NEW MAGDALEN.
MR. CHARLES WHEATLEIGH
AS DR. IGNATIUS WETZELL.
MR. JOHN JACK
As the model Clergyman,
JULIAN GREY.

SATURDAY EVENING, 10TH MAY.
A MONSTER BILL.
UNRIVALLED FOR ITS SUBLIMITY.
UNSURPASSED FOR ITS NOVELTY.
UNQUESTIONED FOR ITS ATTRACTIVENESS.
ALL OTHER ENTERTAINMENTS
PALE UNDER ITS BRILLIANT LIGHT.
BOUCCICAULT'S GREAT PLAY.
MISS FIRMIN'S WONDERFUL VERSATILITY.
WHEATLEIGH'S GRAND ACTING.
JACK'S SUPERIOR MANAGEMENT.
DRAMA, SONG, BALLADS, VARIETY AND GRAND ALLEGORICAL TABLEAUX.
SEE BILLS OF THE DAY.

Box Plan now open at Messrs. SOUNDY and Co's.

PRICES OF ADMISSION.

Dress Circle	Rs. 4	Gallery	Rs. 2
Family Tickets for three.	,, 10	Pit	Re. 1
Stalls	,, 3		

Doors open at 8-3 , Commence at 9.

MR. CHARLES STEWART will SIGN for me PER PROCURATION from this date.

GEO. GAHAGAN.
8th May, 1879.

NOTICE.

BY MUTUAL CONSENT, MR. FREDERICK FRANK EGERTON CUTLER has THIS DAY RETIRED from our Partnership.

CUTLER, PALMER & Co.
London, 18th April 1879.

CHAMBER OF COMMERCE.

NOTICE.—A SPECIAL GENERAL MEETING of the Chamber of Commerce will be held THIS DAY at half past 3 o'clock.

The attendance of Members is particularly requested.

By order of the Committee,
J. GORDON, Secretary.
Bombay Chamber of Commerce, 9th May 1879.

NOTICE.—ANCHOR LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per S S. ANGLIA, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

THE BHOWNUGGER MILLS AND PRESS COMPANY, LIMITED.

NOTICE.

THE ANNUAL ORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held on FRIDAY, 16th May 1879, at the Registered Office of the Company, Nos. 4 and 5, Elphinstone Circle, at 2 p.m., to transact the following business:—

1. To receive and adopt the Directors' Report and Audited Balance Sheet for the year ending 31st December 1878.
2. To elect Directors in the room of those who retire by rotation, but are eligible for re-election.
3. To appoint Auditors for the ensuing year and to fix their remuneration.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 16th instant, both days inclusive.

By order of the Board of Directors,

FORBES & Co.,
Secretaries and Managers.
4 and 5, Elphinstone Circle, Bombay, 7th May 1879.

NOTICE.

RE CHARLES GEORGE GUNNING, DECEASED.

PURSUANT to Act XXVIII. of 1866 of the Legislative Council of India, entitled "The Trustees' and Mortgagees' Powers Act 1866," NOTICE is hereby given, that ALL PERSONS being CREDITORS of, or otherwise having claims upon or against the ESTATE of CHARLES GEORGE GUNNING, late of No. 21, Cheriton Terrace, Folkestone, in the county of Kent, a Major of the Madras Staff Corps, of Her Majesty's Indian Army, deceased, who died at No. 21, Cheriton Terrace, aforesaid, on the 13th day of June 1878, and for the administration of whose Estate within the Presidency of Bombay LETTERS of ADMINISTRATION, under dated the 7th day of May, instant, have been GRANTED by the High Court of Judicature at Bombay to Mr. HENRY FORMAN, the duly constituted Attorney of EMMA CAMERON GUNNING, Widow and Relict and Executrix of the abovenamed deceased, are required on or before THURSDAY, the 12th day of June next, to send to the said Henry Forman, at the Office of Messrs. Sir Charles Forbes and Co., Rampart Row, Bombay, the PARTICULARS of their CLAIMS upon or against the Estate of the said deceased; and that at the expiration of such time the said Henry Forman will hand over the whole of the assets of the said deceased come to his hands to the person or persons entitled thereto, having regard only to the claims of which he shall then have notice. ALL PERSONS INDEBTED to the deceased's Estate, or having PROPERTY of his in their hands, are hereby required to PAY such debts or hand over such property to the said Henry Forman.—Dated this 8th day of May 1879.

RIMINGTON, HORE, & CONROY,
Attorneys for the said Henry Forman.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows:—Not exceeding 3 lines, Re. 1; each succeeding line 8 As. No trade advertisements are admitted under this scale.

FOR SALE, at Bandora, a Shigram in excellent order. Price Rs. 165. Apply to "A." at this office.

TO LET, a commodious, comfortably FURNISHED HOUSE in Middle Colaba, from 1st July to 30th September next. Apply to W., care of this paper.

A YOUNG ENGLISH LADY desires an ENGAGEMENT as RESIDENT GOVERNESS to YOUNG CHILDREN, or as COMPANION to a LADY. Address "K. C." THACKER & Co., Bombay.

FOR SALE, an OPEN CARRIAGE in good order, a WHITE ARAB HORSE and a new set of HARNESS. Price Rs. 500. Apply WAVERLEY HOTEL.

TO ENGINEERS AND OTHERS.—FOR SALE, 450 Casks of Knight, Bevan, and Sturge's best PORTLAND CEMENT. SIR CHARLES FORBES & Co.

WANTED, European or Eurasian Nurse to accompany lady to England by Monday's Mail Steamer in return for free passage and gratuity. Apply C., *Bombay Gazette.*

NEAVE'S best Farenacious Food for Infants and Invalids, sold in retail at Abdool Curreem Herjeebhoy and Co., Jakaria Musjid, and Bhicka Cullian, and Sorabjee Ruttonjee, Fow Market. F. FISCHER & Co., Sole Agents.

PUBLIC AUCTION of HOUSEHOLD EFFECTS on SATURDAY next, the 10th inst., at 1 p.m. precisely, the property of T. H. RAWLINGS, Esq. Goods now on view at 11 Elphinstone Circle, or Messrs Madden & Co. Catalogues on application to J. P. WARNE, 4, Elphinstone Circle, Bombay.

MACLEAN'S GUIDE to BOMBAY and BOMBAY DIRECTORY for 1879. Price Rs. 5; with postage Rs. 5-2. *Bombay Gazette* Office.

INDIAN RAILWAY TRAVELLER'S GUIDE, showing every Railway Station on the Indian Lines, with Tables of Fares, and other information required by travellers, with a Coloured Map of India. Published monthly at the *Bombay Gazette* Office. Price As. 8.

CHEDDAR CHEESE, in CUT, 12 Annas per lb. PEARSE, 12, Apollo, Street.

CHINA & JAPAN DEPOSITORY.

27, APOLLO STREET.

JUST RECEIVED per China Mail Steamer, a very large and handsome stock of CHINA PORCELAIN and of JAPAN KEOTO, SATSOOMA, KAGA, and SIPOEKI inlaid curiosities; also very neat and rich Bronze articles suitable for bracket ornaments as well as Dry Ginger in chrystallized Sugar.

PESTONJEE COWASJEE KHARAS.

WELL WORTHY OF NOTICE AS A CERTAIN CURE.

For Bilious and Liver Complaints, Indigestion, Wind, Spasms, Foul Breath, Nervous Depression, Irritability, Lassitude, Loss of Appetite, Dyspepsia, Heartburn, Sour Eructations, Lowness of Spirits with sensation of fulness at the pit of the Stomach, Giddiness, Dizziness of the Eyes, &c.,

DR. SCOTT'S BILIOUS AND LIVER PILLS STAND UNRIVALLED.

As a General Family Aperient Medicine they have no equal, being mild in their operation, and grateful to the Stomach, they give a healthy tone and vigour to the different secretions, causing the necessary organs of the Stomach and Liver to resume their activity, thus restoring the appetite, promoting digestion, and strengthening the whole system.

They can be taken at any time without restraint from business or pleasure, hence they are a most valuable domestic Medicine. Heads of households should always have a box of these Pills by them, to resort to on any slight occasion of ailing on the part of those under their charge, as by paying attention to the regular action of the Stomach, Liver and Bowels, many a severe illness is avoided or mitigated. They will be found in slight cases by a single dose to restore health to the body with a happy frame of mind.

Prepared only by W. Lambert, 1a, Vere Street, London, W., England. In Bottles ONLY, 1s. 1½d. and 2s. 9d. Sold by all Chemists.

IMPORTANT CAUTION.—Be sure to ask for "Dr. Scott's Bilious and Liver Pills," in a green bottle, wrapped in green paper, and having the name and address,

WILLIAM LAMBERT,
8, King William Street, Charing Cross,

Engraved on the Government Stamp. Do not, therefore, purchase without seeing the Government Stamp over the cork fo the bottle.

COPPER-PLATE PRINTING,

ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order at moderate prices.

Also,

WOODCUTS of every description engraved at shortest notice and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office.

NEW ADVERTISEMENTS.

NEW VICTORIA THEATRE, GRANT ROAD.

DR. SILVESTER'S SORCERIES.

☞ THIS elegant little Theatre has been leased and fitted up with a view to the COMFORTABLE ACCOMMODATION of the CITIZENS of BOMBAY.

FRIDAY, 9TH MAY, 1879.
SECURE YOUR SEATS AT MESSRS. SOUNDY &CO.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!
A GRAND FASHIONABLE NIGHT.
SILVESTER'S SORCERIES.
SIGNAL SUBORDINATION
OF
SCIENCE
TO
SUIT SILVESTER.

120 Merry Minutes.
7200 Social seconds.
Minus 1200 insignificant instants for intervals.
Total 6000 mirthful moments.

A superb Pot Pourri of all that is beautiful in modern Necromancy.

MILLION PRICES.

Book your reserved seats at Messrs. SOUNDY and Co.
Dress Circle Reserved Seats, Rs. 3,
Unreserved seats Rs. 2, Rs. 1, and 8 Annas.

Unreserved seats can be had at the office of the Byculla Hotel, Byculla. Also at the Waverley Hotel.

Doors open at 8-15; Performance at 9 sharp.

SEE OPINIONS OF THE PRESS.

NOTICES.

BY APPOINTMENT TO
H. R. H. THE PRINCE OF WALES.

DESCHAMPS AND CO.,

FURNITURE, BILLIARD, CARRIAGE, HARNESS,
AND
GENERAL MANUFACTURERS,
IMPORTERS OF PIANOS, PIER GLASSES CARPETS, WALL PAPERS, MARBLES, &c.

MADRAS, CALCUTTA, AND BOMBAY.

PUBLIC AUCTION of HOUSEHOLD EFFECTS on SATURDAY next, the 10th instant, the property of T. H. RAWLINGS, Esq., sale to commence at 1 p.m. precisely, now on view at 11, Elphinstone Circle, over Messrs. Madden & Co. These goods are of the best manufacture and in fairly good order. Among them are:—

Blackwood Chiffoniers, Couches, Round Tables, Side Tables, Dining Table, Handsome Dressing Table (Mahogany), Sewing Machine (Wheeler and Wilson), Large and Small Iron Bedsteads, Children's Iron Cots (all with Bedding, Curtains, &c.) Pictures, Books, Nautical Charts, Blackwood Arm Chairs, Folding Chairs, Easy Chairs, Dinner Service, Breakfast and Tea ditto, Decanters, Wine Glasses, Hanging Clock, Lamps, Chests of Drawers, Cupboards and Hanging Presses, Cooking Utensils, &c. &c.

SAVING OF 20 PER CENT. FUEL.

IMPORTANT TO MANUFACTURING COMPANIES AND OTHERS.

MESSRS. W. GALLOWAY and SONS, Engineers and Boiler-Makers, Manchester, having obtained the FIRST PRIZE GOLD MEDAL at the Paris Exhibition for the GALLOWAY COMPOUND ENGINE and BOILER against a strong competition of Engineers from all parts of the world. The Judges gave the award on three special points, viz., economy in fuel which was considerable; secondly, the patent cut of value combined with strength for high pressure; thirdly, superior workmanship and simplicity. We have APPOINTED Messrs. JAMES SCOTT and Co., Bombay, our SOLE AGENTS for BRITISH INDIA, and desire all references to be made to them, who, will furnish all particulars, prices, &c.

Messrs. JAMES SCOTT and Co. have in stock in Bombay 25,000 Spindles cotton spinning and preparing machinery with stores of every description to suit. Also Horizontal Compound Engine, 23" High-pressure Cylinder, 38" Low, 6 ft. Stroke, Compound High-pressure 23. " (All the above are new.) Also one Bailing Hydraulic Press for Piece-Goods 12" Ram, 2 Portable Engines 8 and 10 H. P., 45 Cotton Jins, 20,000 Mule Spindles, 10 Tons Change Wheels, 10 Tons Shafting. Every description of sundry Mill Stores, Loose Boss and Top Rollers, 690 Drums and Pulleys, all sizes from 11" to 70," Hose Ripping, Roller Leather, Roller and Clearer Flannel.

Printed Lists on application.

JAMES SCOTT & Co.
27, Apollo Street, Sassoon Buildings.

P. S.—Mr. Scott who has had a long and extensive experience in the sale and purchase of all classes of Machinery will be glad to report and value Mills or Factories on most reasonable terms.

NOTICE.

REVEREND WILLIAM LESLIE EAMES, DECEASED.

PURSUANT to Act XXVIII. of 1866 of the Legislative Council of India, entitled "The Trustees' and Mortgagees' Powers Act 1866," NOTICE is hereby given, that ALL PERSONS being CREDITORS of or otherwise having any CLAIMS upon or against the ESTATE of the REVEREND WILLIAM LESLIE EAMES, late Senior Chaplain, Ghorporie, Poonah, Bombay Presidency, formerly of No. 7, Waterloo Road, in the County of Dublin, Clerk Chaplain in Her Majesty's Indian Forces, deceased, who died at Devesci Terrace, Monkstown, in the county of Dublin, on the 18th September 1877, intestate, and LETTERS of ADMINISTRATION of whose property and credits were GRANTED on the 30th day of April 1879 by the High Court of Judicature at Bombay to JAMES ALEXANDER FORBES and CHARLES HENRY BUCHANAN FORBES, both of Bombay, Esquires, are required, on or before FRIDAY, the 6th June 1879, to send to the said Administrators at the Office of Messrs. Forbes and Co., in Bombay Green, the PARTICULARS of their CLAIMS upon or against the Estate of the said deceased. At the expiration of such time the Administrators will hand over the whole of the ASSETS of the said deceased to HENRIETTA EAMES, widow and Administratrix in England of the personal estate and effects of the deceased, having regard only to the claims of which they the said Administrators shall then have notice. ALL PERSONS INDEBTED to the deceased's Estate, or having PROPERTY of his in their hands, are hereby required to PAY their DEBTS or hand over such property to the said Administrators.—Dated this 2nd day of May 1879.

CRAIGIE, LYNCH, AND OWEN,
Solicitors, Bombay.

DRAPERY DEPARTMENT.

Silks, Satins, Velvets.
Ribbons, Silk and Velvet.
Laces, Maltese, and Honiton.
Mulls, Swiss Muslins.
Linens, Cambrics, Lawns.
Taylors', Coats' and Brooks' Cottons,
Needles, Pins, Bodkins,
Tapes, Cords, Braids.
Buttons, Moulds, Hooks and Eyes.
Kid, Lisle, and Silk, Gloves.
Linen and Cotton Handkerchiefs.
Irish Linen Frontings.
Organdi French Muslins.
English Printed Muslins.
French Printed Cambrics.
Best English Prints.
India Twills and Victoria Lawns.
Mulls, Nansooks and Lawns.
Long Cloths and Book Muslins.
Foulardines and Grenadines.
Serges, Homespuns and Melanges.
Samples and prices of all the above, sent on application.

WATSON AND COMPANY,
CHURCH GATE STREET, BOMBAY.

WANTED.

WANTED, OVERSEERS and SUB-OVERSEERS, at salaries from Rs. 50 to Rs. 10 per mensem. Also a DRAFTSMAN at Rs. 50 for the Sholapur and Gadag (State) Railway. Copies of Testimonials to be submitted to Mr W. SCOTT, Executive Engineer, Bejapur, via Sholapur. Only applications from men experienced in Surveying or Construction will be attended to.

WANTED,

HEAD CLERK for the Office of the Traffic Superintendent, DHOND AND MANMAD STATE RAILWAY. Salary Rupees 110 rising by annual increment to Rupees 160. None but THOROUGHLY QUALIFIED MEN need apply. Application, enclosing copies of Testimonials, to be forwarded to the undersigned.

W. J. CHAMBERLAIN,
Traffic Superintendent,
D. and M. S. Railway.
Ahmednagar, 5th May 1879.

MESSRS. BREWER & Co. having completed arrangements for the MANUFACTURE of Mr. BREWER'S PATENT "HYPERION REFLECTOR LAMPS," are in a position to supply them on the shortest notice. We solicit inspection at our Office.

3, Meadow Street, Fort.

NEW ADVERTISEMENTS.

CORN RUBBERS.

The greatest comfort to all who are afflicted with these painful excrescences.

Re 1 each.

D. S. KEMP & Co., BOMBAY.

WARBURG'S FEVER TINCTURE.

THIS TINCTURE, so celebrated for the cure of the most inveterate Malarial Fevers, is now prepared in the laboratory of the undersigned, according to the formula published by Dr. Carl Warburg, the most scrupulous care being observed in selecting the ingredients and in the process.

One Phial is sufficient for each case of Fever.

One Phial Re. 1. Per dozen, Rs. 9.
Price in bulk quoted for Hospitals.

D. S. KEMP AND CO.,
SASSOON HOUSE, BOMBAY.

IMPORTANT,
IN VIEW OF THE COMING MONSOON.

RAIN GAUGES.

Suitable for heavy falls; with accurately graduated Measures.

Each.............. Rs. 12.

DISCOUNT FOR LARGE ORDERS.

D. S. KEMP AND CO.,
SASSOON HOUSE, BOMBAY.

DR. MIERGUE'S EUCALYPSINTHE.

IT calms thirst, reanimates appetite, facilitates digestion, revives intelligence and memory, producing a general well-being. A small glass mixed with the same quantity of water, at the first appearance of fever, stops it immediately. It must be given pure for algide cholera.

This produce contains an antifeverish bitter and binding principle which excites and contracts the vitality of our tissues, a resin which restrains every putrid fermentation, an antiputrid and essential oil of our humours and which acts with energy on the nervous and urinous system of which it revives the functions, so is explained the reason for which the boggy fever leaves and never more do evil to the persons who use every day of EUCALYPSINTHE.

By its using, phthisicals see consumption's fever amend by disinfection and progressive diminution of the expectoration which exhausts them.

It is by those principles that EUCALYPSINTHE must act vigorously in the rheumatismal scorbutic and scrofulous diseases.

Every one who uses it daily feel it so good that continue to drink it by hygiene.

Per Pint Re. 1-8 and per quart 2-12 cash.

B. S. MADON & Co.,
CHEMISTS AND DRUGGISTS,
12, MEADOW STREET, FORT, BOMBAY.

HORMUSJEE SORABJEE.

NEW BOOKS.

The National Dispensatory, containing the Natural History, Chemistry, Pharmacy, Actions, and use of Medicines, by A. Stille	22	0
The Complete Manual of Oddfellowship; its History, Principles, Ceremonies, and Symbolism	5	0
Hart's Quarterly Army List, corrected to 1st April	6	12
India List, Civil and Military, corrected to 1st January 1879		
Froude's Cæsar	10	0
Victoria Cross in the Colonies	1	0
Brassey's Voyage in the Sunbeam, cheap edn	4	12
Excursions into Puzzledom	3	4
Pemeroy Abbey, by Mrs. Wood	3	12
Black but Comely, by Whyte-Melville	3	12
Friendship, by "Ouida"	3	4
Yeoman's Botany, cheap edn.	1	8
Is he Poppenjoy, by A. Trollope	1	4
Seguin's Life in a French Village	1	8
Our Native Land, its Scenery and Associations, a Series of Water-Colour Sketches, vols. 1 and 2, each	4	12
Maudsley's Pathology of Mind	11	4
Pascoe's Schools for Girls	3	4
Mallock's New Republic, cheap edn	1	8
Horton's Diseases of Tropical Climates	8	0
Teale's Dangerous to Health	6	4
Lessings' Prose Works	2	4
Winfred Martin	3	12
Buchanan's Shadow of the Sword	1	8
Proctor's Flowers of the Sky	1	8
Whiteladies, by Mrs. Oliphant	1	4
Hem's Wit, Wisdom, and Pathos	4	12
Bacon's Essays, by Lewis	1	8
Trevethick's Life, cheap edn	3	4
Yonge's Seven Heroines of Christendom	3	12
Dodgson's Euclid and her Modern Rivals	4	12
Foreign Classics—Montaigue	1	8
Trollope's Small House at Arlington, vol 1.	3	12
Bell's Cavalry Catechism	2	0
Esmarch's Surgeons' Handbook for Wounded in War	17	8
Bradshaw's Continental Guide for April	2	4
Hunter's Domestic Medicine	3	12
Wilson's Banking Reform	4	12
American Senator, by A. Trollope	1	4
Johnson's Chemistry of Common Life, cheap edn.	4	12
Noire's Max Müller	3	12
Boulger's England and Russia in Central Asia, 2 vols.	22	8
Carleton's Irish Peasantry, cheap edn.	2	4
Baker's (Valentine) War in Bulgaria, 2 vols.	26	4
Lubke's Ecclesiastical Art, cheap edn	3	12
Her Mother's Darling	1	4
Drayson's among the Zulus	1	8
Brown's Farriery	5	8
Gosse's Literature of Europe	7	8
Russian Official Map of Central Asia	8	12
Gladstone's Gleanings of Past Year, vols. 3 and 4	3	4
Khorey's (R. N.) Digest of Principles and Practice of Medicine, with a short account of the History of Medicine and Tables of Indian Materia Medica.	13	4
Sinnott's Military Catechism, by Malton, new edn., 1878	2	0
Calvert's Mechanics' Reference Book	2	4
Anson's Law of Contracts	5	12
Hazlett's Fairy Mythology	3	0
Cleary's Minor Tactics	10	0
Manual of Field Artillery Exercise, 1878.	2	0
English Men of Letters—Scott, Gibbon, Shelley, Goldsmith, Defoe, Johnson, Hume, each	1	8
Cassells' People's History of England, handsomely bound and illustrated	26	4
Smith's Life of Rev. Dr. Wilson, of Bombay	11	4
Rambaud's History of Russia, Translated by Mrs L. B. Lang, 2 vols.	23	12
Science Lectures at South Kensington, vol. 2, 1879	3	12
"South Africa," by A. Trollope (cheaper edition)	3	12
Stephens' Hours in a Library, 2nd and 3rd Series, each	5	12
Whitecross Street and the Bench (by the author of Five Years' Penal Servitude)	3	12
The American, by Henry James, junior	3	12
Causes of the Afghan War	3	12
Cunynghame's "My Command in South Africa, 1874 78"	7	12
Daily News War Correspondence between Russia and Turkey, 2 vols, cheap edition	7	8
Matthew Arnold's Mixed Essays	5	12
Life of the Earl of Beaconsfield, by O'Connor	6	12
British Cyprus, by W. Hepworth Dixon.	9	8
Instruction in Military Engineering, vol. I., part V., (Miscellaneous)	2	4
Narratives of G. Bogle's Journey to Tibet and T. Manning's to Lhasa, by C. R. Markham	13	4
Self-Defence on the Art of Boxing, by Ned Donnelly	1	8
Campbell's My Circular Notes, cheap edition	3	12
Aryan Philology, Historical and Critical, by Rezzi, translated by E. S. Roberts	3	12
Richardson's A Ministry of Health	6	12
Davis' Life in Asiatic Turkey (coloured illustrations)	13	4
Hæckel's Evolution of Man, 2 vols.	20	0
Argyll's, Duke, on the Eastern Question, 2 vols	15	0
Blunt's Bedouin Tribes, Euphrates, &c., 2 vols	15	0
Invasions of India from Central Asia	8	12
Burton's Inner Life, Syria, &c.	6	12
Wild Life in a Southern Country, by author of Gamekeeper at Home	4	12
Wylie's Chatty Letters from East and West	7	12
Greenwood's Stirring Scenes in Savage Lands	3	4
Nautical Almanack, 1879, and 1880, each.	2	0
Birth of the War God (A Poem, by Kalidasa), translated by R. T. H. Griffith.	3	4

HORMUSJEE SORABJEE.
26, Meadow Street.

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, 8TH MAY 1879.

CONSOLS in London yesterday receded from 98¾ to 98½ and French Rentes from 115¼ to 115, but Enfaced Rupee Paper is quoted as before at 74 for Fours and 79 for Fours-and-a-half.

Coffee and Cocoanut Oil continue unchanged, but in Seeds an advance of 6d. per quarter is advised in Calcutta Linseed to arrive and in Calcutta Rapeseed in all positions.

Reuter's weekly quotations for Metals show a decline of 10s. per ton in Tile Copper and Silesian Spelter, and an advance of like extent in Copper Braziers, Yellow Metal being unchanged.

The Manchester Piece Goods Market, according to Reuter, was strong, and the same report is given of Cotton in Liverpool, the sales being estimated at 15,000 bales, of which 1,000 were Surats. In spot prices the only alteration is an advance of 1 16d. in Mid Orleans and Reuter says nothing respecting arrivals, but private advices report a decline of 3-32d. to ⅛d. in American, and 1-16d. per lb. in Surats to arrive. The New York telegram still quotes ready Mid. Uplands at 12¼ cents, but August shipment has declined from 12·78 to 12·75 cents. per lb. The receipts at the ports to date give the following comparisons:—

	This week.	Last week.	1878.	1877.
Wednesday's Receipts	3,000	3,000	3,800	2,400
Five days' do.	15,000	13,000	15,100	13,400
Total since 1st Sept.	4,315,000	...	4,093,700	3,835,000

At the weekly biddings for Council Drafts on India in London yesterday, of the 25 lacs offered Rs. 11,30,000 were allotted to Calcutta, Rs. 3,30,000 to Madras, Rs. 10,40,000 to Bombay at an average of 1s. 7¼d., tenders on Calcutta and Madras at that rate receiving 64 per cent and on Bombay in full. As compared with last week's biddings an advance of about 1-16d. has been obtained, but better was apparently expected in London, as Bar Silver has receded from 50¾d. to 50½d. per oz. The amount to be offered next week is again £250,000.

EXCHANGE.—The Council Drafts having brought slightly higher rates than was expected here, the Market opened this morning with a firmer feeling at yesterday's quotations, and on receipt of advices from Calcutta an advance of 1-32d. was established all round. Very few bills have been offering here to-day, so that the increased firmness is in no way due to pressure of business, but the definite intimation that the 10 million loan bill is to be brought before the House of Commons after the Indian Budget may possibly have had some slight influence. We quote:—

Bank Bills, on demand ....1s. 7 11-32d. per Re.
Do. 6 months' sight...1s. 7 19-32d. ,,
Credits, 3 ,, ,, ..1s. 7 9-16 to 19-32d. ,,
Documents, 3 ,, ,, ...1s. 7¼d. ,,
France 3 ,, ,, ...2·05 to ½. ,,

In Gold we have not heard of any business and the quotation is nominally unchanged.

On Calcutta we still quote demand drafts at ⅛ per cent premium, 60 days' sight at 1 per cent discount.

GOVERNMENT PAPER becomes more depressed daily and we cannot now quote better than Rs. 91½ for Fours and Rs. 96½ for Fours-and-a-half. Even at these reduced figures there are no buyers nor is there much probability of business being done until after the result of the new loan is known. Considerable diversity of opinion prevails as to what that will be. A very general idea seems to be that few applications will go in over Rs. 95, and should the Government minimum not be fixed considerably under that figure the probability is that nothing like the whole amount will be subscribed.

The SHARE MARKET shows no practical improvement. Bank of Bombays are ½ per cent. lower at Rs. 652½. Land Shares are unchanged and in Press Companies the only movement is an advance of Rs. 10 in Berars. Spinning and Weaving Mill shares are quoted in some instances Rs. 5 to Rs. 10 higher, but the rise is purely nominal, there being no real investors in the market.

COTTON opened this morning with a somewhat quieter feeling notwithstanding the strong advices received through Reuter, and as a general rule buyers seemed more inclined to hold off than operate even at a reduction of Re. 1 per candy from yesterday's rates. The Liverpool Market this morning is said to have opened quiet, but notwithstanding this a fair demand exists at the close especially for Broach and Good Fair Omra. We now quote:—

Good Ginned Broach,	May	Rs. 261	per candy
Good Omra,	,,	,, 243	,,
F. G. F. do	,,	,, 237	,,
G. F. do	,,	,, 233	,,
Good Dhollera	,,	,, 245	,,
F. G. F. do	,,	,, 238	,,

SEEDS.—Linseed is in strong request and the price has advanced to Rs. 7-6 to Rs. 7-7 per cwt. For Rapeseed a similar active enquiry prevails at Rs. 7-7 per cwt.

FREIGHTS are nominally higher, but the quieter feeling in Cotton has caused a marked falling off in the demand. For Liverpool by steam 25s. to 26s. 3d. are now the quoted rates and by sail 15s. for wooden and 17s. 6d. for iron ships. For Venice a fair business has been done at 25s. per ton payable here, and the same rate is quoted for Genoa and Marseilles.

PIECE GOODS.—Holders continue to show great firmness and owing to this actual business has been somewhat restricted, although there has been a fair demand. For some standard makes of 39 inch Grey Shirtings an advance of anna ½, per piece has been obtained, but otherwise prices are not quotably altered.

COALS continue very firm and a sale to arrive is reported of 500 tons Davison's West Haetley by steamer at Rs. 23½ per ton.

BOMBAY BILL AND STOCK LIST.

BANKS.

Bank.	No. of Shares.	Noml. Value p. sh.	Paid up.	Last Dividend.	Cash Rates per Share.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p. ct	130
Bank of Bengal	40,000	500	all	4 do	720
Bank of Bombay	20,000	500	all	5 do	657½
Bank of Madras	60,000	500	all	3 do.	650
National Bank of India	37,320	£25	£12-10	6 do	10

SHIPPING INTELLIGENCE AND LISTS OF PASSENGERS BY SEA.

THE s. s. MADRAS, 1,079 tons, Captain W. Richardson, sailed yesterday for Port Said, with an original cargo from Bassein.

THE BARQUE MAURICE LAZARE, 370 tons, Captain H. Chapin, sailed yesterday for Mauritius, with a general cargo and 29 deck passengers.

THE B. I. S. N. Co.'s s. s. INDIA, 656 tons, Captain R. W. Gimblett, sailed yesterday for the Persian Gulf via Kurrachee, with a general cargo and Mr. Narayen Bapoojee and 75 deck passengers.

THE B. I. S. N. Co.'s s.s. VINGORLA, 315 tons, Captain R. Mitchell, arrived in harbour yesterday from Katthiawar Coast and Kurrachee, with a general cargo and the following passengers:—Colonel and Mrs. Haughton, Mr. Grattan Geary, Mr. Greathead, four Commissariat officers and 353 deck passengers.

THE s. s. ANGLIA, 1,411 tons, Captain J. Anderson, arrived in harbour yesterday from Liverpool, 12 h April, with the following cargo:—211 bales twist, 1,766 packages piecegoods, 500 casks lead, 10 kegs nails, 420 casks beer, 222 cases wine and spirits, 44 cases porter, 13 cases glassware, 252 tons coals, 9 cases provisions, 27 cases candles, 25 packages glue, 49 packages paint and varnish, 13 cases fire clay, 142 packages colour, 46 tubs steel, 30 casks sal-ammoniac, 226 cases soap, 21 packages hardware, 6 cases umbrellas, 11 cases tobacco, 25 cases oil, 350 cases sulphuric acid, 25 cases clocks, 15 cases acid, and many packages merchandise. The vessel is consigned to Messrs. W. and A. Graham and Co.

ARRIVALS.

May.	Vessels.	Commanders.	From.
8	Anglia (s)	Anderson	Liverpool, Apr 12.
	Vingorla (s)	Mitchell	Kurrachee, May 5.

DEPARTURES.

May.	Vessels.	Commanders.	Destination.
8	Cumberland	Farquhart	Havre.
	Madras (s)	Richardson	Port Said.
	India (s)	Gimblett	P. Gulf via Kurrachee.
	Maurice Lazare	Chapin	Mauritius.

The steamer Anglia, to Liverpool, was entered for loading yesterday.

CALCUTTA.

ARRIVALS.

May.			
3	Africa (s)	Henderson	Bombay, Apr 2.
	Arratoon Apcar (s)	Milne	Hong-kong, Apr 16.
4	Shah Jehan (s)	Forbes	Chittagong, May 2.
	Rollo	Muckersy	Melbourne, Mar 16.

DEPARTURES.

May. 3.—Steamers Poona and Goa.
May. 4.—Steamers Cyrene and Simla.

PASSENGERS.

Per Arratoon Apcar—Mr Shircore, Mr and Mrs Danvers, Mr Cooper, Mr Madge, Mrs Pereira, Mr Chengsoon.
Per Africa—Mr Forest Mills, Mr Durham.
Per Shah Jehan—Capt W Prie.

DAILY IMPORTS.—MAY 8.

FROM LIVERPOOL.

Rydall Hall s—120 cases yellow metal sheets, Killick, Nixon and Co; 4 packages hardware, Eabhoy Teebally.
Clan Gordon s—25 cases stout, Jehanghirjee Rustomjee and Sons.
St George s—2 cases toys, The Agra Bank.

FROM LONDON.

Rydal Hall s—22 cases soap, 4 casks fire clay and 1 bale paper, The Manuckjee P S and W Co.
Wilton s—350 kegs red lead, Moorarjee Natha; 2 casks hardware, Bhaimya Ebrahim; 5 cases dye, Finlay, Muir and Co.
Manilla s—5 bales paper, Russoolbhoy Rafeebhoy.
Benledi s—15 bundles hardware, Esmalljee Ebramjee.

FROM GLASGOW.

Clan Ronald s—8 cases umbrellas, Ebram Hajee Ahmed.

FROM GENOA.

Manilla s—20 bales papers, Volkart Brothers.

FROM BORDEAUX.

Assiria s—100 cases brandy, D P Batha and Co.
Arabia s—1 case brandy, D P Batha and Co.

DAILY EXPORTS.—MAY 8.

FOR LIVERPOOL.

Evesham Abbey—162 bales cotton, and 382½ cwts myrabollams, Thos H Moore and Co.
Raphael—400 bales cotton, Lang, Moir and Co.
Dumfriesshire—50 tons bones, Edward Bates and Co; 172 cwts coir yarn, Bhanjee Purshotum and Co; 49½ cwts myrabollams, Ritchie, Stuart and Co.
Shakespeare—250 bales cotton, Killick, Nixon and Co; 100 bales cotton, Peel, Cassels and Co; 750 cwts sursud seed, Ritchie, Stuart and Co; 50 bales hemp, Jaitha Purshotum.
Lady Lycett s—75 bales wool, Luckmedas Walljee; 100 bales cotton, Killick, Nixon and Co; 244 bales cotton, Digamber Ramchunder; 900 bales cotton, Gaddum and Co; 211 bales wool, Nursey Khuttow.
Abercane—700 bales cotton, W and A Graham and Co.
Rydal Hall s—250 bales cotton, Gaddum and Co; 150 bales cotton, Ralli Brothers; 959 bales cotton, Peel, Cassels and Co; 151 bales wool, Nursey Khuttow; 2 bales hides pieces Shaik Mallikiapoolay; 16 bales hides, Mahamedally and Co; 16 bales hides, Shaik Woodmanally and Co.
Henrietta—187½ myrabollams and 713½ cwts gallnuts, Jetha Purshotum.

FOR LONDON.

Surat s—315 cwts olibanum, Dawoodbhoy Hassum; 2,001 cwts linseed, Killick, Nixon and Co; 7 bales woollen and cotton carpets, Hajee Allarukka Nathoo; 9 bales hides and skins, Dawood Suliman; 4,060 lbs turmeric, Jeddi Purshotum; 2 cases shawls, Rambhug Giamchund; 121 cwts M of P shells, Hajee Joosub Lutiff; 5 bales hides, Laduck Rahim; 7 cases fishmaws 3 cwts M of P shells and 1 case goat hoops, Allarukia Sazon.

FOR HAVRE.

Eleanor—141 cwts rapeseed, Vinay and Co.
Alice Buck—100 bales cotton, F Sanquet and Co.

FOR BREMERHAVEN.

Verena s—100 bales cotton, E Spinner and Co; 200 bales cotton, A Blascheck and Co.

FOR MARSEILLES.

Wilton s—25 bales hemp, Ralli, Brothers; 2,001 cwts linseed, Killick, Nixon and Co.
Manilla s—300 bales cotton, F Sanquet and Co; 22½ cwts poppy seed, Ralli Brothers; 1,004 cwts castor seed, Knoop and Co.

FOR VENICE.

Thibet s—500 bales cotton, Gaddum and Co.

FOR GENOA.

Manilla s—200 bales cotton, Gaddum and Co; 24 cwts teelseed, Peel, Cassels and Co; 2,001 cwts linseed and 850 cwts groundnuts, Killick, Nixon and Co.

FOR TRIESTE.

Thibet s—300 bales cotton, Knoop and Co; 400 bales cotton, Gaddum and Co.

FOR CALCUTTA.

Ethiopia s—100 bales cotton, D Macfadyen and Co.

FOR YOKOHAMA.

Teheran s—30 bales twist, The National S and W Co; 34½ cwts gum, Hajee Abdoola Esmall and Co.

FOR HONGKONG.

Teheran s—175 cwts onions, Cubba Amersee; 71 cwts bedlium, Tooleeda s Cursondass; 41 cwts sandlewood, Davidas Jaitha; 125½ cwts sandlewood, and 17 cases sharkfins, and 3 cases fishmaw, Ludhabhoy Chuttoo; 8 cases sharkfins, and 1 case fishmaws, Vujeer Thaver; 25 cases sharkfins, 1 case fishmaws, 7½ cwts heerabole, and 1½ cwts olibanum, Joomabhoy Lalljee; 46 bales cotton, Chinram Jusraz; 57 bales cotton, Vizbho cundass Goculdas; 45 bales twist, E D Sasson; 32 bales twist, B and A Hormusjee; 25 bales twist, S N Tulatee; 50 bales twist, Tata and Co; 19 cases sharkfins, Nanjebhoy Gulamhoosein; 229 cwts sandlewood B Hoosbhoy; 25 bales twist, S N Tulatee; 82 cwts olibanum, Datardina Mowjee; 41 chests opium, N J Abraham; 12 chests opium, Jairazbhoy Peerbhoy; 128 bales twist, B and A Hormusjee; 55½ cwts olibanum, Esmall Datardina.

FOR SHANGHAI.

Teheran s—72½ chests opium, Jairazbhoy Peerbhoy.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY COLABA.

BOMBAY, 7th May 1879.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29·745
Temperature of the Air	84·6
Wet Bulb thermometer	78·8
Dew Point	76·8
Relative humidity of Air	·779
Extent of cloudy sky (the whole sky clouded ·8).	0·0
Maximum temperature of air (read at 6 p.m.)	89·1
Minimum do. do. (read at 10 a.m.)	80·0
General Direction of Wind	NW, NNW, N, NW. WNW, NW, NNW.
Movement of wind in 24 hours	358.

MILITARY INTELLIGENCE.

ARRIVALS.—MAY 6.

Tulloch, Captain, General List Infantry, from England.
Harvey, Surgeon, from England.
Staveley, Lieut, 1-15th Regt, from Deesa.
DesVoeux, Lieut, 4th Bengal N I, from ——.
Hogg, Col, 12th Bombay N I, from Rajkot.
Macnaghten, Major, 2nd Light Cavalry, from ——.
Pirie, 2nd Lieut, 2-11th Regt, from Poona.

PUNJAB GOVERNMENT ORDERS.

(*Punjab Government Gazette*, May 1.)

Surgeon-Major G C Ross, Civil Surgeon, Murree, is appointed to the medical charge of Srinagar for the ensuing season.

Major Hastings, Deputy Commissioner of Peshawar, is placed on special duty under the orders of the Commissioner and Superintendent of the Peshawar Division, for the management of the Khyber tribes.

Mr Merk, Assistant Commissioner, Peshawar, is placed on special duty, under the orders of the Commissioner and Superintendent of the Peshawar Division, for service in connection with the Khyber Pass.

Mr A Pengelly, Deputy Conservator of Forests, is appointed to the charge of the Fuel Reserve, Northern Division.

Mr King, Assistant Commissioner, from the Mooltan to the Delhi District.

Surgeon-Major G Massy, Officiating Superintendent of Vaccination, Punjab, is appointed to the Civil medical charge of Murree.

Captain H M M Wood, Assistant Commissioner, is appointed to the charge of the Murree Sub Division.

Surgeon-Major A J Dale, 1st Bengal Cavalry, is appointed to officiate as Civil Surgeon of Kohat, in addition to his other duties.

Mr Drew, Assistant Commissioner, from the Peshawar to the Kohat District.

Surgeon-Major H W Bellew, C S I, Sanitary Commissioner, Punjab, has obtained privilege leave of absence for three months.

Appointment—Surgeon-Major J Fairweather, Officiating Civil Surgeon, Delhi, is appointed to officiate as Sanitary Commissioner, Punjab.

Mr E B Peacock, Assistant Commissioner, obtained two years' furlough to Europe.

The Rev A Lamert is appointed resident Clergyman of Kashmir.

The Hon'ble the Lieutenant-Governor is pleased to make the following promotion:—Mr Donald, Extra Assistant Commissioner, 1st Class, 2nd Grade to be Extra Assistant Commissioner, 1st Class, 1st Grade.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, May 8.)

MILITARY DEPARTMENT.

Bombay Castle, 1st May 1879.

The undermentioned officer is allowed furlough to Europe for twenty months on medical certificate, with the necessary subsidiary leave:—Lieut Col S Hogg, 2nd Madras Light Cavalry.

The undermentioned officer is allowed furlough to Europe for two years on medical certificate, with the necessary subsidiary leave:—Lieut Col L H Sibthorpe, Staff Corps, Officiating Commandant, 9th N I.

The undermentioned officer is allowed furlough to Europe for two years on medical certificate, with the necessary subsidiary leave:—Major R G Mayne, Superintendent, Guekwar's Contingent in Kathiawar, and Assistant Agent, Governor General, Baroda.

The undermentioned Warrant officers are allowed furlough to Europe for two years on medical certificate, with the necessary subsidiary leave:—Conductors J M Keene and J Graham, Ordnance Department, Bombay.

Captain F A Remington, 15th Loodhianah Sikh Regiment, is allowed to proceed to Europe on medical certificate, in anticipation of the furlough which will be granted to him by the Government of his own Presidency.

The services of Lieutenant-Colonel H McLeod, R A, are placed at the disposal of the Government of Madras.

G O No 357, dated 9th April, is cancelled.

The undermentioned officer is allowed furlough to Europe for eighteen months on medical certificate, with the necessary subsidiary leave:—Surgeon-Major W F Knapp, Bombay Medical Establishment.

The undermentioned officer is admitted to the Bombay Staff Corps:—Lieut Hughes, 22nd Foot, Officiating Wing Officer, 22nd N I, 5th Nov 1877.

The undermentioned officer is allowed furlough to Europe for eighteen months with the necessary subsidiary leave:—Surgeon-Major S O'B Banks, Civil Surgeon, Hyderabad Sind.

The undermentioned Warrant Officer has been allowed by the Secretary of State for India to retire from the service from the date specified:—Sub-Conductor T T Flood, Barrack Department, Bombay, 30th April.

The following promotions in the Ordnance Department are ordered:—Sub-Conductor J Stirton to be Acting Conductor, and Store Sergeant G B Allen to be Acting Sub-Conductor, from the 7th April, in succession to Conductor McDonald, proceeding on furlough to Europe, G G O, No 405, dated 21st April, is cancelled.

The following appointment is made:—Lieut-Colonel G F Beville, Staff Corps, (2nd in Command, 21st N I,) to officiate as Deputy Judge Advocate during the absence on furlough of Lieutenant-Colonel Mignon, or until further orders.

CIVIL APPOINTMENTS, &c.

Bombay Castle, 5th May 1879.

Lieut J H Sadler, Acting Assistant Political Agent, Mahi Kantha, is appointed to act as Assistant to the Political Agent in Cutch during the absence of Lieutenant J W Wray.

Mr E Gray, Assistant Collector in the District of Poona, is appointed to be a Magistrate of the Third Class in the District of Poona.

Mr C F G Lester, Acting Second Assistant Political Resident at Aden is appointed to be a Magistrate of the Second Class.

His Excellency the Governor in Council is pleased to appoint Mr C F G Lester, Acting Second Assistant Political Resident at Aden, to act as a Justice of the Peace within and for the territories subject to the Government of Bombay, other than the Presidency Town of Bombay.

Mr C E Coles, Assistant District Superintendent of Police, Panch Mahals, is appointed, as a temporary measure, to be Assistant District Superintendent of Police in the Satara District on special duty under Major Codrington.

Mr G Cotgrave, Acting Second Assistant District Superintendent of Police, Khandeish, is appointed to act as Assistant District Superintendent of Police in the Poona District, on special duty under Major Daniell.

Major R Westmacott, Bombay Staff Corps, is appointed, as a temporary measure, on special duty with the Poona Police under Major Daniell.

Major R Westmacott is appointed to be a Magistrate of the First Class in the districts of Poona, Satara, Nasik, and Ahmednuggur.

Mr J A Crawford, Assistant Collector of Poona, is placed on special duty under Major Daniell, Superintendent of Police, Poona.

Mr Crawford is appointed to be a Magistrate of the Second Class in the District Poona.

The unexpired portion of the furlough granted to Mr W A Russell, Educational Inspector, S D, from the 16th to 30th April (both days inclusive,) is cancelled. Mr Russell is allowed subsidiary leave from 15th April to the date of his taking over charge of his appointment, not exceeding thirty days.

Mr J B Richey, C S I, to be Collector and Magistrate of the District of Satara and Political Agent and District Registrar of Satara, vice Mr W G Pedder.

Mr T H Stewart to act as Collector and Magistrate of the District of Satara and Political Agent and District Registrar of Satara pending Mr Richey's return to duty.

Mr C E Lawson, C S, has been allowed by Her Majesty's Secretary of State for India an extension of leave for six months on sick certificate.

Mr W R Pratt to act until further orders as Commissioner of Customs, Opium and Abkari and Reporter General of External Commerce from the date of Mr Pritchard's proceeding on leave.

The undermentioned gentlemen passed the Departmental Examinations according to the Lower and Higher Standards on the 26th ult, as shown below:—

Lower Standard—Mr J A Crawford, C S; Mr E Lawrence, C S.

Higher Standard—Mr A D Younghusband, C S; Mr R M Kennedy, C S.

Messrs J A Crawford and E Lawrence passed also an examination in the Marathi language on the 26th ult.

Mr J A Crawford to be Assistant Collector, Poona.

Mr. W G. Pedder is permitted to retire from Her Majesty's Covenanted Civil Service on the Bombay Establishment, with effect from the 5th instant.

Assistant Surgeon S V. Kantak is promoted from the Third to the Second Class grade.

Assistant Surgeon R R Dadina has been appointed to the medical charge of the Extra-mural Gang, Gokak Canal.

Consequent on the opening of a Medical School at Ahmedabad, His Excellency the Governor in Council has been pleased to sanction the following appointments and arrangements:—

Surgeon-Major T Holmested, Civil Surgeon, Ahmedabad, is appointed Superintendent and Teacher of Medicine and Therapeutics in the Ahmedabad Medical School in addition to his own duties. Assistant Surgeon Tribhuwandass Motichand Shah, L M, is transferred from Wadhwan Dispensary and is appointed Teacher of Anatomy and Physiology in the Ahmedabad Medical School.

His Excellency the Governor in Council is pleased to appoint Lieut G Pain and Lieut W Wood, Sub-Engineers, First Grade, to be (Extra) Assistant Engineers, First Grade, with effect from the 1st May.

Major H C Merewether, R E, on return from furlough will re-join his appointment as Executive Engineer in charge Bombay Defences.

Captain Haydon, R E, on relief, is appointed Executive Engineer, Surat.

Major E L Marryat, R E, Acting Deputy Consulting Engineer for Railways, Bombay, and Acting Manager Dhond and Manmad, Nizam's and Berar State Railways, is confirmed in the appointment of Deputy Consulting Engineer for Railways, Bombay, vice Lieut-Colonel J H White, R E, appointed Junior Mint Master under the Government of India.

CALENDAR FOR MAY 1879.

PHASES OF THE MOON.

Last Quarter........................13th, 7h. 27·0 m. p.m.

Date.	Remarks.	Sun rises. A.M.	Sun sets. P.M.	High Water.	Low Water.
		H. M.	H. M.	H. M.	H. M.
Fri. 9	......	5 30	6 23	0 40 m 1 41 a	7 2 m 7 41 a
Sat. 10	4th Sunday after Easter	5 29	6 23	1 29 m 2 31 a	7 51 m 8 39 a
Sun. 11	......	5 29	6 23	2 28 m 3 24 a	8 43 m 9 40 a
Mon. 12	......	5 29	6 24	3 29 m 4 21 a	9 38 m 10 49 a
Tues. 13	English mail expected.	5 28	6 24	4 39 m 5 23 a	10 40 m
Wed 14	......	5 28	6 24	6 2 m 6 25 a	0 4 m 11 53 a
Th. 15	......	5 28	6 25	7 18 m 7 26 a	1 9 m 1 9 a

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

EUROPE.

BIRTH.

HOSKING—April 17th, at 77, King Henry's Road, South Hampstead, London, the wife of Edward Hosking, Bombay Civil Service, of a son.

OTHER PRESIDENCIES.

BIRTHS.

BAYLEY—May 3rd, at Raneegunge, the wife of Henry Bayley, Bengal Police, of a daughter.

RITHERDON—May 4th, at Calcutta, the wife of George Ritherdon, Esq., (Woodlands Tea estate Siligoree,) of a daughter.

WAKEFIELD—May 2nd, at Nagpur, the wife of Lieutenant-Colonel T Wakefield, Madras Staff Corps, of a son.

DEATH.

McIVER—May 2nd, at Dehra, Kenneth McIver, aged 66 years and 5 months.

The Bombay Gazette

FRIDAY, MAY 9, 1879

WE beg to draw the attention of our readers to an important memorandum that has been prepared by the local Chamber of Commerce, and which will be found reproduced in another column of this morning's issue. In October last the President of the Famine Commission remarked upon the puzzling fact that, whereas, India is undoubtedly a country of "unbounded resources "capable of producing almost every article "required for the use of man" the value of the combined imports and exports is only after all about 10s. per head of the population against a total of £20 per head in England. It was also pointed out that grounds existed for supposing that a development and increase of trade was not only possible but very probable, for the statistics of the past showed, most conclusively, that India possessed in no small degree a capacity for commercial extension in many directions. With encouragement, therefore, it was supposed that the industrial position of the country might be rendered capable of almost indefinite improvement—a most important consideration in the question as to how famines can best be prevented and alleviated. In discussing how information might best be obtained indicating the means by which such industries might be fostered and encouraged by Government into a "lusty youth," and so perhaps helped to a condition from which they might be expected to go on flourishing by themselves, the President of the Commission very wisely pointed out the advisability of obtaining the opinions of those whose particular business it is to judge of the future prospects of the different trades of India. The matter was, therefore, submitted to the Bombay Chamber in common with other commercial bodies, and the proposed answer to the questions will be found in the memorandum to which we have referred, and which to-day comes on for discussion at the meeting to be held to consider the subject.

We think, there is little doubt but that the memorandum strikes at the root of the whole matter when it submits that India's welfare will best be consulted if attention, so far as Government is concerned, is chiefly devoted to developing the real and natural industry of this country—that is, its agriculture. India's wealth lies in her fertile soil, and everything that helps her to make the most of that will help her teeming population to attain that condition of prosperity, comfort, and plenty, which is so desirable and which more than anything else will tend to raise them out of that depressed state to which we fear it must be admitted they have by a long and successive course of famine years been reduced. Cotton spinning and manufactures of all descriptions must always, to the people of India, be but a fleabite compared to that vast industry to which we refer—the tilling of the soil. The President of the Commission was much impressed with the fact that India imports annually cotton manufactures to the value of seventeen millions sterling, and came to the conclusion that if she herself could be rendered capable of producing these goods within her own shores that the result, and the effect upon the wage rate throughout the country, and upon the balance of trade and upon exchange, could not fail to be beneficial in the highest degree; and in short, he looked to that above all things to bring about a general improvement in the condition of the poorer portion of the people. The Chamber, although admitting that the development of local industries must help in bettering the position of the labouring classes and must lead to a certain extent, to an increase of their earnings, very properly points out that, compared with the total of labourers so vast a population as 270 millions must include, the number of people that such local industries will employ will always be exceedingly small. The memorandum says that if India, for example, instead of exporting £11,000,000 worth of raw cotton, which is made in England into articles of the value of £17,000,000 for the use of this country, "were to manufacture the cotton "herself, she would retain the difference of "six millions sterling for wages, &c. and "would have this amount in her favour when "the trade balance was taken." But let us suppose that this end, which we are told is so vastly desirable, has been attained, let us suppose that India does manufacture these seventeen millions worth of goods for herself, and let us admit that the difference of six millions which she would thereby save *goes all of it* in wages,—and what, then? At the outside it would not mean the employment of more than half a million of her people, and what is that compared with the 270 millions that make up the population of the country? Surely, no greater proof is required that the energies of Government should be devoted more to developing the legitimate resources of India than to wasting time and attention over, comparatively speaking, insignificant industries that, as the Chamber says, private enterprise alone is quite competent to deal with.

We think, therefore, that the right line has most decidedly been taken when the necessity is pointed out to Government of improving and extending the means of internal communications; and, if we do not go to the extreme length of saying that the present depressed state of the country is mainly owing to the want of railways and roads, we most emphatically agree in thinking that to these must we principally look for that future development of the vast resources of India at which we are all aiming. Canals, tanks, and irrigation works generally are no doubt, when carefully and economically applied, of great benefit and go a long way to help the people in increasing the results of their labour; but what is the use of that, or of what good is it to increase the production of the soil if no means are provided whereby that production may reach a remunerative market? First let us have railways and roads, and from them the desire to extend and improve cultivation will inevitably follow. It is wished to raise the earnings of the people of this country; well, then, the great majority—the vast proportion—of that people are employed, as we have said, in the work of cultivation, so that every farthing by which the cost is reduced of transferring the results of that labour and of that cultivation to the inland markets, or to the depots on the coast, will mean a greater remuneration and a better return,—or to put it in simple form—higher wages to the labouring classes of the country. Take that staple, for instance, which forms so large a proportion of the export trade of Bombay. In the course of a very few years, we can remember districts where, with a higher price ruling in Liverpool and in Bombay than is at present the case, cotton fetched at the inland markets very little much more than one half of the money that is now paid. And why? because railways have been introduced first, presses after; and, in short, because the increased facilities of cheap carriage have brought in their train the whole of that trade machinery the ultimate and sole result of which is to put more money into the hands of the producer—or that, in short, means "the general improvement in the condition of the poorer "classes." To quote the words therefore of the President of the Famine Commission—"in dealing with the question how famines can best be prevented and alleviated"—the first, the main and the all powerful requisite in our opinion is, the consideration as to how railways and roads can most advantageously be extended. Famines, as we have said on a former occasion, should be looked upon as opportunities by which such works as these may be cheaply carried through, and if advantage is taken of them to construct more cheaply the lines of communication that may have previously been determined on as called for in the interests of India, the evil results—both financially and materially—of these visitations will in great part be negatived.

We will not on the present occasion go into the details of the particular railway schemes which the Chamber thinks are more immediately called for in the interest of India. Yesterday, while commenting upon the traffic returns of the B. B. and C. I. Railway Company for the half year ending last December, we pointed out how strongly the figures to be found therein showed that the construction of the Western Rajputana Railway is immediately and urgently called for. Not only so, but we commented upon the consideration to which the memorandum under notice now refers to at length, and we said that to persist in making that line on narrow gauge principles will be to incur the risk of a future and lamentable break down. In the opinion of all except those stiff necked and long winded enthusiasts—the believers in narrow gauge in all places and under all circumstances,—a railway on that principle between Ahmedabad and Palanpur will be quite unable to cope with the traffic which is certain to pass over the line. We will take a future opportunity of considering one or two of the other issues raised by the Chamber, and in the meantime have the pleasure in commending to the notice of our readers the very clear statements,—not of theories but of facts—that will be found in the paper published this morning.

YAKUB KHAN has now arrived at the British camp, and in a day or two it will be finally determined whether the result of the negotiations about to commence is to be peace or war, or whether the Afghan campaign of 1879 is to prove as miserable a failure as was that of 1842. It is now in our power to settle this frontier question once and for all, but we much fear that the interests of the present Cabinet in England will interfere with what are the undoubted interests of the Empire as a whole. It is desired to put an end to this war at all hazards, and accordingly no means will be left unturned by which a peace may be patched up with an individual who is only a ruler in name. We are daily in receipt of intelligence pointing to the fact that anarchy more or less rules supreme over the greater portion of Afghanistan. At one time it is Seistan, at another it is Balkh, or Herat, and again we hear that in Turkestan the people or the soldiery are in open rebellion. How can Government propose to rectify this state of affairs? As we have repeatedly pointed out, there are three courses open to them. To ignore altogether the condition of the country on the other side of our new frontier,—to assist Yakub Khan with money and with arms as we assisted his father, or to take upon ourselves boldly the task of reducing Afghanistan to order and peace. By the first we shall be providing for a future of uncertainty, disturbance, and intrigue; we shall have a frontier that will always be liable to attack and that will require an increase of the armed forces of the Empire to safely hold it. By the second we shall give to Yakub Khan the power and the weapons which he will probably, like his father Shere Ali, on some future suitable occasion use against ourselves. In the third, we submit, lies the only course that will ensure an end to the war, at all satisfactory. It is said at home that by securing a new frontier we shall have obtained all that is wanted, but we would point out that the new frontier is as liable to be attacked as the old one, unless Afghanistan, as far as the Oxus, is thoroughly debarred to foreign influence. An invasion of India in force by a large modern army marching across thousands of miles of desert steppe is out of the question. The only danger we are liable to is that which the eruption of half savage and plundering hordes led on by a few hostile white troops would entail—the danger of having our hands tied in the far East when we may want them free elsewhere, but a danger which the new frontier, however scientific it may be, will not eradicate. These are the questions which will have to be settled one way or another during the next few days, and we will all await the result with anxiety.

OUR POSITION AT KANDAHAR.

(FROM OUR OWN CORRESPONDENT).

KOHKARAN, APRIL 7.

A MONTH has passed since General Biddulph, and what was left of the 2nd Division, returned from Ghirisk. Before parting with the remnant the General called together all officers and native officers, and in a short speech pointed out the lessons which were to be learned from the campaign as far as it had yet progressed, laying special stress on the necessity of being ever on the watch, and of the exercise of sleepless vigilance, being the only safeguard in a country where the men who one day approach the camp as peaceful villagers, may the next appear as an enemy. He deprecated the placing of any confidence in the assurances of apparently friendly Maliks, or in the intelligence afforded by the Political Department, and after expressing his satisfaction with the way that all under his command had overcome all difficulties and obstacles opposed to them, declared the days of the 2nd Division to be ended. The 2nd P. C. and the 2nd Baluchis, under General Palliser, were left at Kohkaran, where they have remained up to the present, having since been joined by a division of the European Mountain Battery from Kandahar. It has been decided, as far as anything can be under the present circumstances, that this force, with perhaps the addition of the remainder of the Mountain Battery, is to constitute the garrison of Kohkaran for the hot weather. The large unfinished house belonging to Nur Mahommed, which I referred to in my first letter to you, has been thoroughly cleaned out, the courtyards levelled and drained, useless walls stopping free communication knocked down and cleared away, light let into rooms which before resembled dungeons, and the whole place made habitable, and, we hope, healthy.

The garrison is shortly to take up its quarters in the building and the courtyards about it. All Europeans will get shelter under a roof, and the men of the Baluchis and cavalry will remain in their tents. As the elevation of Kandahar is about 3,500 feet the heat will never be very great. By this time the temperature of a tent during the day in the plains would be well over 100°, but here it is 85°, and the mornings and evenings are still chilly. The Kohkaran garrison is much better off than that of Kandahar, having better water, quarters, and a much pleasanter look out.

We now get our letters and papers in about eight days from Sukkur, which is as quick as can be expected; but the bhangy post is still hopelessly bad, and parcels take months to reach their destination—sometimes never doing so at all. This is the cause of great discontent and justly so, for considering the large increase of revenue which the Postal authorities draw from the vast number of parcels now despatched from India to and beyond Quetta, they owe it to the public in these parts to take some steps to ensure their punctual delivery. Up to Quetta the country is now as quiet and secure as in any part of India, but we still hear of parcels lying for days at Dadur before a camel is available to bring on a load. The blame is generally thrown on the Political Department, whose fault it decidedly is not; those who profit by the carriage of the parcels should find the means of forwarding them daily by carts as far as the cart road extends, which is now nearly to Quetta, and beyond that by camels. So uncertain is the bhangy post known to be, that I lately got a letter from a large book-selling firm in Bombay, declining to forward some books ordered until they were paid for, as they had learned by experience that parcels often did not reach their destination, and that the addressee sometimes declined to pay for them under the circumstances. It may not be generally known that any post master is obliged to give a receipt for a bhangy parcel if asked for one, and if receipts were more commonly demanded, I think it would make the authorities more careful of ensuring the safe delivery of the goods entrusted to their charge.

We are rapidly civilising Kandahar. A permanent gallows in a prominent position outside the city walls represents the arm of the law. The Telegraph Office in the citadel brings us into communication with the four quarters of the globe, and the "Kandahar News" published daily, provides its readers with Baron Reuter's telegrams, comprising the important news of the world, in addition to all incidents of local interest. In fact, as we get Reuter's telegrams direct, we may congratulate ourselves on hearing sooner of all that is going on than the residents of most stations in India. An enterprising Parsi has made his appearance with a few camel loads of stores, by the sale of which he must clear not less than cent. per cent., brandy of a brand obtainable in Kurrachee at Rs. 30 a dozen being priced at the moderate rate of Rs. 8 per bottle. The same individual promises us a sodawater machine shortly. So you see we are not so badly off up here after all.

A Ghazi tried to get into the camp of the 19th P. N. I. in Kandahar a few mornings ago, but was brought to book without doing any further damage than slightly wounding a native officer in the hand. His body was burnt; thereby spoiling his chance of paradise, for the Houris are credited with an unconquerable aversion to burnt Ghazis.

CHENAR KAREZ, APRIL 17.

Man proposes,—but in this case General Stewart disposes. On the 9th inst., just as we were making preparations for an early move into our hot weather quarters, orders were issued for five companies of the Baluchis, and the two guns of the Mountain Battery at Kohkaran, to cross the Helmand next day, and march to a place called Shain, about 7 miles up the opposite bank, where they were to be joined by the 1st P. C. from Kandahar. The river is pretty deep now owing to snows melting in the high ground where it rises. The Kohkaran force got across safely, one officer only getting a ducking, through his horse getting into deep water and losing his footing; but the Cavalry from Kandahar did not turn up till the next day; the regiment itself crossed the first day, but went back again, not being able to get their baggage over.

Both sides of the Argandab, and more especially the left bank, are very highly cultivated for a distance of from half-a-mile to a mile from the river; as far, in fact, as the land can be irrigated. Orchards, vineyards, rich arable and grazing land cover every available inch of ground. Now that Lord Napier has recommended it, I suppose we shall keep Kandahar, and there is no doubt that in our hands the revenue of the district would increase indefinitely, chiefly from the increase of trade, which must follow on the security to life and property afforded by our presence here. The construction of a railway at least as far as the Pishin Valley is a work which must shortly be undertaken, if our troops in any quantity are to be kept above the Bolan Pass, and the difficulty experienced in this campaign in supplying the Quetta column from so far distant a base as Sukkur is a very cogent reason that this outpost of the Empire should be connected by rail with as little delay as possible. The facility which would thereby be afforded for the disposal of produce, some 700 miles short of Kurrachee, which is the point to which all the wool, &c., from this side of Afghanistan makes its way, would in itself give a powerful stimulus to the extension of trade.

The object of the present little expedition is to make a thorough survey of the country lying N. and N. W. of Kandahar. We are now camped at a place called Chenar Karez in the Kah Karez Valley about 30 miles to the north-west of Kandahar, and at the foot of the high hill known as Shah Maksood. This latter takes its name from the grave of a famous Sayid who died more than two hundred years ago and is buried at its foot. Not far from the tomb of the saint is the grave of a famous giant who died in these parts many years ago. His grave, which is surrounded by a wall, is just 24 yards long, which the people gravely affirm to have been his exact height. This place lies at an elevation of about 5,200 feet, and the weather is delicious except for occasional duststorms, which are unpleasant while they last, but are soon over. The top of the hill, which is about 8,000 feet in altitude, has been visited by our surveyors, who spent a couple of days up there fixing the surrounding peaks. On the way up they came across a beautiful plateau, well watered and covered with wild rhubarb at an elevation of about 7,000 feet, and easily accessible here, so that the future sanitarium for Kandahar is already found.

We are also engaged in collecting revenue from a few Maliks who have not paid up. Whether we are doing it for our own benefit or for that of Yakub Khan I do not know, but the amount is only trifling.

THE INDIAN POLICE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—"Veritas" has defended his profession in the only possible way he could, viz., like a counsel on the wrong side of a cause, the weak point in whose armour is always perceptible in all the intrenchments he could throw up for himself. For purity he refers us to the restrictions which benevolent legislation has imposed on the powers of the police. But how often is the good intention of legislators nullified by unscrupulous officials. As J. S. Mill somewhere says, laws however good in themselves or beneficial in their effects, are useless if the persons who are to put them in operation are idle, indifferent, or dishonest. This applies with greater force in India, where by far the larger proportion of persons aggrieved are poor, uneducated, and unable to ventilate or seek remedy for their wrongs. When such hateful oppression was practised on the rather well-to-do or well supported victims of the Railway Frauds and the Surat Riot cases, what an amount of cruelty, torture, and extortion must be inflicted on the poor dumb masses in India, or in the Bombay Presidency at least? Even the recent Thana case would never have seen the light, but for the timely interposition of a humane English gentleman. If Mr. Legge had not come upon the scene will "Veritas" affirm that the police would have been brought to punishment, or that their superiors would have taken the least trouble to enquire into the matter if they had heard of it, or if the complain thad been laid before them? How many of such like monsters might be indulging in their nefarious pursuits right in the heart of our own city! Cannot a society be formed for the prevention of cruelty to men by the police?

Lastly, "Veritas" has had a desperate fling at the press, no doubt for its merciless exposure of police morality. But such attacks, which are like wild waves dashing against a solid rock and destroying themselves in the attempt, must be treated with contempt. The sacred press, the dread not only of the police, but of high imperial Governments and all wrong-doers, which makes tyrants tremble, and which is the only safeguard of public liberties and rights, will remain and make its portentous voice felt as long as the British power shall last. Well may "Veritas" wish this mighty engine assigned to the place of Lucifer and all his host of rebel angels, and however much he may hope to see the operation of the Black Act extended to the English section of it, he may rest assured that with its decline will vanish the majesty of the British Empire.

May 3. H. H.

FORGERY.

(FROM A CORRESPONDENT.)

POONA, MAY 5.

THE Cantonment cart conservancy contract has invariably proved to be an eyesore to many of our opulent contractors, and you will, perhaps, remember a short time ago that one of these contractors, Mr. Aurockshaw Dhunjeeshaw, was tried by Major Spens, the then Assistant Cantonment Magistrate, at the instance of Mr. Adarjee Dorabjee, for trying to swindle that traditional simpleton the Government, and you published the whole of the proceedings of the case in your issue of the 11th November, 1877, and if I am not mistaken, a leading article appeared in your columns immediately after on the subject, which was said to have led to Colonel Evezard's removal to Deesa. This case arose in connection with the Cantonment cart conservancy contract. A few days ago, Colonel Britten, the Cantonment Magistrate, published a notice in the local papers inviting tenders for supplying conservancy carts, &c. for the official year 1879-80. A number of tenders were received, and the most favourable—that of Mr. Burjorjee Bomanjee (Messrs. Burjorjee Jamsetjee and Co.)—was accepted by the committee and recommended for final sanction. It now appears that a company of native gentlemen, who for the present shall remain nameless, with the view to injure the successful tenderer, submitted a tender, after the closing date, to the Assistant Quarter Master General direct, in the name of one Dhamodhur Gunput, who is a servant of the liquor contractor, and who is employed at Dhond in selling liquor on a salary of Rs. 10 per mensem. In the usual routine of official business, this tender was forwarded to Colonel Britten in his capacity as Secretary to the Cantonment Committee for report, the tenderer offering a lower rate than that offered by Mr. Burjorjee Bomanjee. Damodhur was sent for, when he totally denied, in the presence of Colonel Britten, having ever submitted or signed the tender; neither did he authorize any one to do so, as he has been a long time absent from Poona. These facts led Colonel Britten to make the necessary enquiries in his magisterial capacity, and the result has been, a clear case of forgery with intent to injure the successful tenderer, Mr. Burjorjee Bomanjee. It is said that Mr. Burjorjee is disliked by all the other contractors because he prevented certain parties from obtaining the cart conservancy contract for a fixed period of five years at the preposterously high rate of Rs. 30 per each cart per month, and saved Government some Rs. 30,000. Mr. Burjorjee's rate last year was Rs. 24, and for this year Rs. 13; and this contractor explains that last year fodder, labour, &c. were dear, and that they are not so this year, apart from which this year he gets the rubbish and night-soil free from Government. Here we have, then, a glaring case of forgery, which I hear will shortly be tried by one of our Cantonment Magistrates.

Holloway's Pills can be confidently recommended as a domestic remedy for the ailments of all classes and conditions of people. Young and old of both sexes may take this medicine with the certainty of deriving benefit from its use, when disorder or disease is making them miserable. Holloway's Pills are unrivalled for their purifying, aperient, and strengthening properties. They remove indigestion, palpitation, and headache, and are specially serviceable in complaints peculiar to females. Each box is wrapped with printed instructions for the guidance of invalids who will readily understand, from carefully studying them, the best way of recovering health. Holloway's Pills will work a thorough change in the constitutions of the weak and nervous.

BOMBAY.

THE following is the programme to be played by the band of H. M.'s Marine Battalion at the Apollo Bandar this evening:—

March	....	....
Overture	Rubezal	Flotow.
Concerte Polkah	Lieb und Treu	Webster.
Selection	Polinto (J. Martiri)	Donizetti.
Polka	The Officers	Coot.
Galop	Merkur	Roedeberka.

LIEUT. J. H. SADLER, Acting Assistant Political Agent, Mahi Kantha, is appointed to act as Assistant to the Political Agent in Kutch during the absence of Lieutenant J. W. Wray.

MR. C. E. COLES, Assistant District Superintendent of Police, Panch Mahals, is appointed, as a temporary measure, to be Assistant District Superintendent of Police in the Satara District, on special duty under Major Codrington.

MR. G. COTGRAVE, Acting Second Assistant District Superintendent of Police, Khandesh, is appointed to act as Assistant District Superintendent of Police in the Poona District, on special duty under Major Daniell. Major R. Westmacott, Bombay Staff Corps, and Mr. J. A. Crawford, Assistant Collector of Poona, are also appointed on special duty under Major Daniell.

MR. J. B. RICHEY, C. S. I., is appointed Collector and Magistrate of the District of Satara and Political Agent and District Registrar of Satara, vice Mr. W. G. Pedder. Mr. T. H. Stewart to act as Collector and Magistrate of the District of Satara and Political Agent and District Registrar of Satara pending Mr. Richey's return to duty.

MR. W. R. PRATT is appointed to act as Commissioner of Customs, Opium and Abkari, and Reporter General of External Commerce from the date of Mr. Pritchard's proceeding on leave.

MAJOR E. L. MARRYAT, R. E., Acting Deputy Consulting Engineer for Railways, Bombay, and Acting Manager Dhond and Manmad, Nizam's and Berar State Railways, is confirmed in the appointment of Deputy Consulting Engineer for Railways, Bombay, vice Lieutenant-Colonel J. H. White, R. E., appointed Junior Mint Master under the Government of India.

ON the next occurrence of a vacancy in the grade of 1st Class Permanent Conductor in the Ordnance Department, the proportion of Permanent Conductors for the Poona Arsenal will thenceforward be two 2nd Class, with reference to G G. O. No. 713, dated 7th Nov. 1877.

ASSAULT.—A Hindu, named Rama Yessoo, was yesterday fined Rs. 15 by Mr. C. P. Cooper for assaulting Cassia Hurry.

THE Society for the prevention of cruelty to animals prosecuted Mr. Edulgee Pestonjee, bazaar purveyor, the day before yesterday, when he was fined for working a horse with sore hoofs.

TRESPASS.—Boodun Mudur and Shaik Ooeman Abdool Rahimon were each fined Rs. 20, or in default to two months' rigorous imprisonment, by Mr. C. P. Cooper for trespassing on the G. I. P. Railway Company's premises.

THE CASE OF ALLEGED PERSONATION.—The case against Dr. Craig and Mr. Reonard for alleged personation was again before Mr. Webb, at the Girgaon Police Court, yesterday, and adjourned until Thursday next. We purposely omit all details of this unpleasant case until it is disposed of by the Magistrate.

THEFT.—Two Hindus, named Balloo Vishram and Gunnoo Balloo, were yesterday convicted by Mr. W. Webb on two separate charges of theft of a gold nose ring and a turban of the value of Rs. 42. They were sentenced to an accumulated term of four months and two weeks' rigorous imprisonment each.

FATAL ACCIDENT AT THE CARNAC BANDAR.—A Coroner's inquest was held yesterday at the Carnac Bander on view of the body of a Hindu labourer, who met his death whilst conveying a bag of coffee from a prow lying alongside the bandar, when he missed his footing and fell to the bottom of the prow, which caused instantaneous death. A verdict of accidental death was recorded.

FOUND DROWNED.—A Coroner's inquest was held yesterday on view of the body of a Hindu man, name unknown, apparently a mendicant, whose body was found floating on the surface of the water in a well on the Esplanade. The following verdict was returned—"That the death of the deceased was caused by drowning, but under what circumstances there is no evidence to say."

FATAL ACCIDENT.—A Coroner's inquest was held yesterday on view of the body of Hassum Premjee, a lad about 10 years of age, who met with an accident at the fire which took place on the day previous on the Jail Road. He was standing close by the eaves of the burning chawl when they suddenly fell and struck him on the head, from the effects of which he died soon after. A verdict of accidental death was recorded.

STATEMENT OF SILVER BALANCE IN THE MINT.—The value of silver in the Mint on the morning of the 28 April was Rs. 1,52,78,473, add silver received during the week Rs. 24,44,689. The sum of Rs. 28,00,02 in new coin was paid during the week; the balance was Rs. 1,49,23,140. There is in addition bull valued at Rs. 79,04,653 belonging to private individu deposited in the Mint vaults and awaiting assay.

MORTUARY RETURNS.—The total number of deaths registered during the week ending Tuesday, 6th May, was 430, being 21 less than in the previous week, 146 less than the total of the week ending 7th May 1878, and 89 less than the mean of the corresponding period in the preceding five years. During the week 239 births were reported in the different districts of the city. The rate of mortality per 1,000 of the population was 34·05. There were 175 deaths from remittent fever, being 35 more than in the previous week and 50 less than in the same period last year. There was 1 death from cholera last week as compared with 2 in the week previous. The deaths from diseases of the respiratory system, diarrhœa, and dysentery were last week 15, 20, and 18 respectively, as compared with 40, 20, and 10 last year. The following remarks are appended by the Health Officer to his return:—"As there is no allowance made for the increase of population, natural and extraordinary, during the recent years, the percentages of mortality are unreliable. From the total number of deaths ought to be deducted 66 deaths amongst Famine Immigrants from Kathiawar, leaving the mortality at 28·41 per 1,000."

A MARRIAGE PROCESSION PLUNDERED BY DACOITS.—We understand that a marriage procession was plundered at the village of Dow, which is situated about fourteen miles from Poona, in broad daylight. The members of the procession as well as the bride and bridegroom were stripped of everything they possessed, such as gold and silver ornaments, and valuable wearing apparel.—*Poona Observer.*

ARRIVAL OF THE S. S. ANGLIA.

The following is a list of the passengers by the s.s. Anglia, Captain Anderson, of the Anchor Line, from Liverpool:—

Mrs Fagan and child, Mr C A Harvey, Mr Thos Boyn, Captain Tulloch, Mrs Tulloch and family, Mr J Hughes.

This steamer arrived in harbour early yesterday morning, having made the run out in twenty-three days, not including stoppages, or twenty-five days including detention in the Canal.

THE FAKIR OF OOLU.

DR. SILVESTER gave his first entertainment in Bombay last night at the Victoria Theatre in Grant Road, a comfortable little place of amusement eminently suited to a performance of this description. Dr. Silvester is one of the cleverest conjurors we have seen, and accompanies his feats with a fun of amusing talk, without the least taint of vulgarity. He performs several new tricks. Amongst those produced last night may be mentioned the little card board Tom Bowline, which was made to dance a hornpipe and play other antics in a most amusing fashion, and Leo, the talking lion, another very ingenious allusion. The exhibition of the Entranced Lady is a beautiful spectacle, far in advance of anything of this description which has previously been placed before the Bombay public. And finally, the Fairy Fountain is a magnificent sight. To attempt a description of it would be a useless task, because no adequate idea could be conveyed of its beauties. No one should miss an opportunity of seeing it. Another pleasing feature in the entertainment is the Spectacular Panorama, which includes very pretty views of well known places, such as Windsor Castle, Venice, the Suez Canal, &c., &c.

THE GRANT ROAD THEATRE.

MESSRS. JACK and Wheatleigh's Company repeated East Lynne on Wednesday, and again last night, to fair audiences, though the attendance was not nearly so large as the performance deserved. Miss Firmin's *Lady Isabel Fane* is a powerful and natural delineation of that difficult character, with its various and conflicting emotions. Miss Blain portrayed the gentle trusting *Barbara Hare* excellently well, and Mrs. Norville brought out strongly the pronounced eccentricities of *Miss Corny*. Mr. St. Maur was quite at home as the heartless and cynical "man of the world," *Sir Francis Levison*; and Mr. Wheatleigh both looked and played their several parts well as *Lord Mount Severn* and *Archibald Carlyle*. *Richard Hare* and *John Dill* were a little weak.

To-night, Wilkie Collins's "New Magdalene" will be produced, in which another opportunity will be afforded Miss Firmin of giving fresh proof of the fact that she is the most talented and versatile actress we have ever had the pleasure of seeing in Bombay.

HERE are some of the entries made by Elihu Burritt, while still a blacksmith in 1837: "Monday, June 18, headache; forty pages Cuvier's Theory of the Earth, sixty-four pages of French, eleven hours forging. Tuesday, sixty-five lines of Hebrew, thirty pages of French, ten pages Cuvier's Theory, eight lines of Syriac, ten ditto Danish, ten ditto Bohemian, nine ditto Polish, fifteen names of stars, ten hours forging." When headache came of all this study, he worked it off by a few hours extra labour in the shop. Looking out for some source of support a little less wearisome, he wrote to a friend inquiring for employment as a translator from the German, and in this he narrated his experience and acquirements. It happened to fall into the hands of Edward Everett, who was then Governor of Massachusetts, and who read the account at a public meeting. After this he began to be famous.

Digitized with financial assistance from the Government of Maharashtra on 27 June, 2017

LATEST INTELLIGENCE.

THE AFGHAN WAR.

[PUBLIC PRESS MESSAGE.]

YAKUB KHAN'S RECEPTION AT THE BRITISH CAMP.

SIMLA, MAY 8.

Major Cavagnari was to proceed this morning (the 8th) with an escort of the 10th Hussars and Guides Cavalry to meet Yakub Khan at the frontier of the district now occupied by the British forces. General Sir Sam. Browne and Staff were to meet him at the end of the line of troops to be formed along both sides of the road. All available troops to be on duty and line both sides of the road for a distance of two and a half miles from Yakub Khan's tent. The heavy battery to fire a salute of twenty-one guns from the ridge.

ARRIVAL OF YAKUB KHAN AT GUNDAMUCK.

SIMLA, MAY 8.

Yakub Khan has arrived at Gundamuck and announced his arrival to the Viceroy, and expressed his desire for establishment of friendly relations.

[REUTER'S TELEGRAMS.]

(By Red Sea Cable.)

PUBLIC WORKS EXPENDITURE IN INDIA.

LONDON, MAY 8.

The Bill of the Secretary of State for India relating to Public Works Expenditure during the current financial year has been printed. It empowers every Company (? Railway Company) to sell or lease the whole or part of the Railway or telegraphs to the Secretary of State for India in Council or to any other persons. Every such agreement will require the sanction of the Secretary for India in Council and a majority at a meeting of shareholders. The Bill authorises the Secretary in Council to agree with any Company to cancel or modify any existing agreement or guarantee.

Consols yesterday closed at 98½.

THE INCOMING MAILS.

ADEN, MAY 8.

The s. s. Venetia, with the outward English Mails of the 25th April, left for Bombay at 11 p. m. last night, and the s. s. Mongolia for Galle and Calcutta at 2 a. m. this morning.

H. M.'S S. S. MALABAR.

PORTSMOUTH, MAY 7.

H. M.'s troopship Malabar arrived here from Bombay to-day.

LONDON, MAY 7.

The Liverpool Cotton Market has been strong. Surats strong.

The London Cotton Market has been firm.	
Fair Dhollera	5½
The Manchester Market has been strong.	
4 per cent. Rupee Paper	74
4½ per cent. do.	79
3 per cent. Consols for account	98½
5 per cent. French Rente, 1872	115
Bar Silver	50

WEATHER REPORTS.—MAY 8.

CANNANORE, 4-25 p.m.—Weather cloudy, wind W.

CARWAR, 5 p.m.—Weather fine, wind S. W. 4; thermometer 90; barometer 29·880.

MANGALORE, 7th, 5 p.m.—Weather cloudy, wind N. E. S. W.

TUTICORIN, 3 p.m.—Weather fine, wind S. E.; thermometer 91; barometer 29·83.

VINGORLA, 5 p.m.—Weather clear, wind W. S. W. moderate; thermometer 89.

RATES OF EXCHANGE ON LONDON.

Bank Bills on demand			1s. 7 11-32d.	per Re.
Do.	6 months' sight		1s. 7 19-32d.	,,
Credits,	3	,, ,,	1s. 7 9-16 to 19-32d.	,,
Documents,	3	,, ,,	1s. 7⅝d.	,,
Francs	3	,, ,,	2·05½.	,,

LETTERS from Kabul say that the chiefs of some of the tribes attended at Kabul and presented to the Amir a piece of telegraph wire stolen from the British, and professed readiness for a holy war. They received an evasive answer from Yakub Khan.

SIR CHARLES TURNER, Chief Justice of Madras, left for Calcutta *en route* to Simla on Tuesday in the P. and O. steamer Deccan to take part in the proceedings of the new Law Commission which is to assemble there shortly.

FURTHER details regarding the disturbances in Badakshan and the overthrow of the Afghan authority in that province have been received. The Mir of Badakshan has organised a revolt, and has disarmed, imprisoned, or expelled the Afghan troops in the country. An Envoy was supposed to be on his way to Chitral with Afghan prisoners. It is also reported that the Afghan garrison of Fyzabad marched out with all their guns except one, and retreated to Balkh, and that Baba Khan is completely established as Mir of Badakshan. Small-pox is prevalent at Gilgit.

THE Secretary of State has approved of a proposal by the Government of India to grant assistance, under certain conditions, to engine drivers and other mechanics who are serving under covenants towards meeting the expense of bringing out their families to this country.

IT is stated that the Chinese Emissary of the Governor General of Szechuen who arrived recently at Mandalay *en route* to Calcutta and Nepal, said that through the physical difficulties of the road he had been compelled to abandon the Lhassa route. This Emissary is an official of inferior rank, who, during the course of last summer, was, at the instance of the Chinese Ministers, granted a passport by Her Majesty's Charge d'Affaires at Pekin, for the purpose of proceeding through Nepal into India.

HAVING completed her second trip to and from Bombay during the present trooping season, the Crocodile, we observe, has been taken in hand at Portsmouth to undergo the annual refit. The repairs of the five Indian troopships are ordered to be executed as speedily as possible after their arrival in England, so as to be available for any emergency. The Crocodile and Serapis (the latter on her homeward passage), which are the only two ships of the class which still possess simple horizontal engines, are to be provided with new compound vertical engines next year by Messrs. Humphrys and Tennant, of Deptford, the original contractors who have supplied similar types of engines to the Alexandra, Dreadnought, and Téméraire. And as it is well known that in other respects these ships require heavy repairs in order to render them thoroughly efficient, it is possible that they will on the present occasion only be sufficiently patched up to enable them to make one more trip to Bombay, and that on their return, about Christmas next, they will proceed to the Thames to have all defects remedied and be ready to begin the season of 1880. Last year it was found practicable to get the Malabar ready without losing a trip, but the work done was much less than what is required to be performed upon the Crocodile and the Serapis, and it is not considered possible to complete them for sea in less than nine or ten months.

THE *Indian Daily News*:—When guns are sent on service, the regulations provide not only for their equipment, so as to enable them to go into action at once, but for the possible consequences of an engagement, in their being disabled or injured. There is the field equipment for actual work—the spare equipment for the consequences of that work. In other words, experience and common sense regard a provision against accidents as a necessary part of the equipment of every battery. After considerable pressure from the military authorities and the press, the Government of India sanctioned the use of Gatlings, and finding it had some of these weapons in store despatched them to the front. But it would seem these weapons are an exception to the rule about preparing ordnance for the field. The Gatlings were sent just as they came to hand; their equipment, properly so-called, was left behind. Again, they were taken out for trial at a target 500 yards distant, and when this was missed, at a target only 200 yards from the piece. This also was missed. But then it is only fair to state the handle worked stiffly. That is to say, the piece was not fit for work, and to try it at all was folly. It is time Sir F. P. Haines let the columns that have Gatlings know that it is not a weapon for use where grape would ordinarily be employed. At five hundred yards the Gatling would, moreover, be well within effective rifle fire. This affair of sending Gatlings into the field, incomplete and unfit for service, ought to, and under any other Government, would, result in some one coming to just grief.

FROM day to day further particulars reach us (*Pioneer*) of the unfortunate business at Kam-Daka, where Captain Creagh and his gallant little band of Mhairs had a narrow escape of being cut to pieces. A correspondent writes that the two companies of the Mhairwarra Battalion had only 10 rounds of ammunition left in their pouches when the welcome reinforcements from Daka arrived. If the precaution of hastily erecting *sungars* with the loose stones lying about had not been adopted, there would scarcely have remained a man to tell the tale, for the Mohmunds mustered 1,500 strong and charged again and again in force, while their picked shots fired from a hill which commanded the position. Captain Creagh never allowed them to come nearer than 80 or 100 yards, checking them by bayonet charges, before which they always drew off. The whole affair, apart from the sturdy resistance of our men, was a striking instance of bad management, for the Mohmunds are said to have been tempted to attack the detachment by the knowledge that it was seven miles away from the nearest post. It was purely a piece of good fortune that two sowars were sent from Fort Daka to inquire how Captain Creagh had 'passed the night;' and only one of these succeeded in running the gauntlet back to the Fort to ask for help. It was absurd for the official despatch to speak of "the troops returning to Daka, having accomplished the object for which they had been sent out." That object was to protect Kam-Daka, but the villagers of that place not only refused to be protected, but even joined the Mohmunds in the final attack. That the withdrawal to Daka was not successful was clearly shown by two wounded soldiers of the 12th Foot being left behind where they fell, to be afterwards cut up by the enemy. Not even their arms or ammunition was saved, so rapid was the movement back to Daka. The correspondent we have referred to writes:—"On the political and military aspect of the affair I make no remarks; they are needless, the facts speak for themselves. Matters are now quiet, though absurd rumours are always afloat of Mohmunds assembling to attack us, but unless we again bait the trap by sending two companies of native troops some seven miles from their supports, I don't think we can tempt these gentry within reach."

SOME interesting particulars as to the organization of the secret revolutionary government in Russia are given in a letter from Warsaw published by the *Neue Freie Presse*. This government, says the correspondent, is divided into a great number of sections, each of which consists of from ten to fifteen members and a chief (starosta), and acts independently of the others. The object of this arrangement is that, when one of the sections has been discovered and its members captured by the police, the other sections should be able to continue their operations unhindered. The members of the sections are continually being changed; and they hold their sittings in various places, sometimes in a public room, but chiefly in the houses of the initiated. The various sections of the secret government are under a "general," who from time to time gives out a password, by which the members of the sections may know each other. Each section has the right of pronouncing sentence of death upon dangerous or suspected persons, and is instructed to enter into as close relations as possible with the members of high society in the empire. One of the means adopted for doing this is the placing of women belonging to the Nihilist conspiracy as governesses in the families of high Imperial functionaries. The daughters of wealthy Russians are usually given up entirely to the management of their governesses; and in this way not only have many girls of the best families been gained over to the Nihilist cause, but men holding high Government appointments have been led to wink at the proceedings of the Nihilists because they feared to compromise their daughters. At the beginning of the present winter a Russian general, named Samoyoff, at Kharkoff, engaged a governess for the education of his daughter. The governess was the sister of a Nihilist, and brought up her pupil in her brother's political opinions. The brother was arrested during the late students' riots at Kharkoff; and the general shortly after received an anonymous letter stating that his daughter was a Nihilist, that there were compromising papers in her desk, and that the authorities would be informed of this if the general did not endeavour to obtain the immediate liberation of the arrested student. The general looked into his daughter's desk, and finding that the papers referred to were really there, set the student at liberty. It is thus, concludes the correspondent, that even men high in office are made the tools of the secret revolutionary government.

A ROYAL warrant dated the 21st of March last, relating to the provision of passages and messing on board ship of officers, non-commissioned officers, and men, has just been issued. It enacts that officers will be entitled to passages at the public expense, except in the following instances:—On transfer, except in the ordinary course of the service; if exchanging with other officers for their mutual convenience; if coming home on their own private affairs; or if returning to their stations on the expiration of their leave of absence upon private affairs; or on promotion during such leave; if returning home on resignation; or if returning home in consequence of removal for misconduct; or of dismissal by the sentence of court-martial. If, however, the officer commanding the troops should be satisfied of the inability of an officer removed or dismissed from the service to provide his own passage, he may use his discretion in ordering a passage for him at the public expense, a report of every such case being made to the Secretary of State. An officer serving with his regiment abroad who voluntarily retires from the army after less than 25 years' service will be liable to defray the cost of his own passage home, and of that of the officer who may be detailed for duty and sent out to the service companies in succession to him. Officers will be liable to defray the cost of the passages of the officers sent out in their succession; if retiring from the service and receiving the value of their commissions (unless they have served 25 years on full pay); if transferred, otherwise than in the ordinary course of the service, at their own request; if seconded to take up a civil appointment when at a foreign station and if resigning before the expiration of their period of Staff service. After giving regulations respecting officers' wives and children, officers' servants and horses, the warrant directs that when officers are provided with passage, including messing, at the public expense, they will be liable on account thereof to the following deductions from their pay:—Generals, brigadier generals, and officers of relative army rank, 5s. 6d. a day; all other officers 2s. a day. These rates will not include any payment on account of wine or beer, and officers who elect to consume the mess liquors will be required to pay for them at the rate of 1s. 6d. per day. Officers whose wives and families are entitled to passage at the public expense will be required to pay for their messing according to the following scale:—Ladies over 16 years of age, 5s. per day; children from seven to 16 years of age, 3s. 4d. per day each; children from one to seven years, 2s. 6d. per day each; children under one year free. Upon all occasions of an officer who is not entitled to passage at the public expense for his wife and children being allowed to take them with him when ordered to proceed by sea, the officer must himself defray the whole cost of their messing before disembarkation. When the rates of passage for male and female servants are the same, 9d. a day only will be charged for the messing of female servants. The warrant then goes on to detail the mode of recovering messing contributions, the regulations for passages, &c., of subordinates, non-commissioned officers, and men, of discharged soldiers' wives and families of soldiers, stoppages, &c. When on board ship, on passage to and from foreign stations, rations in kind will be supplied free of charge to the families of all soldiers on the married roll, including families sent home, in consequence of the misconduct of soldiers' wives.

REGARDING the last settling day on 'Change previous to the departure of the Mail, the City Editor of the *Daily News*, commenting on the fluctuations in foreign stocks, said that more than one circumstance had cropped up during the previous few days to influence the current value of many stocks. The dastardly attack on the Czar has made Russian securities somewhat weaker, in consequence of the belief that the Nihilist conspiracy is wider spread than is often thought. The impending outbreak of war in South America, now that the official declaration has been made by Chili, has weakened some of the numerous stocks issued at different times by Brazil, Peru and other States. Argentine, however, were somewhat firmer. Egyptian have been very heavy, and as everything is just now in a chaotic state in the Viceroy's country, it is not surprising that speculators took the opportunity to force on sales. All kinds of rumours were current this afternoon which do not appear to have been confirmed in business hours. The news that an attempt had been made to tamper with the Post Office is perhaps the most serious, and might lead to international complications. The Khedive, seeing by what precarious tenure he holds the reins of power, will most probably relinquish any idea of coming in direct conflict with the Western Powers. Private letters from Cairo now before us describe the present cotton crop as most abundant, and though the quotation of this produce is extremely low, native opinion seems to be that the Khedive is urged on in his mad career by the reports he receives from his provincial agents. The idea of holding out a bribe to his creditors of payment in full of their Unified coupons is essentially worthy of the ruler of a country who has treated it hitherto as his own private farm. Egyptian gold at Constantinople may work miracles in influencing the corrupt Ottoman officials; and on this perhaps Ismail Pasha, who has had a dearly-bought experience of this species of business, reckons as some counterpoise to any diplomatic interference of England and France. Direct interference, that is by force of arms, is of course absolutely impossible. The Paris Bourse opened firmly, but relapsed, though on the day some fractional advance in French and Italian was registered here. United States bonds were very firm, and the Four per Cents, continue to gain ground.

THERE is evidently a serious difficulty in the way of the arrangements with regard to Eastern Roumelia. The *Daily News'* correspondent in Berlin telegraphed to that journal the day before the mail left that the plan of mixed occupation having been put aside, none other had yet been found which seemed to offer any hope. He also affirmed that in the diplomatic circles of Berlin the resignation of Count Schouvaloff is talked of as almost inevitable. The failure of the mixed occupation scheme was regarded there as a defeat for that statesman so serious as to render his retirement from office all but certain. Nor is the telegram from the St. Petersburg correspondent of the same paper much less discouraging, for he could not report any improvement in the situation. On the contrary, immediately after General Todleben's return from the south a special Commission was appointed, under the presidency of the War Minister, and with General Todleben for one of its members, and it presented a report declaring the mixed occupation impossible. The report, recommended that a Conference of the Powers should be invited, with a view to provide for a more prolonged occupation by Russia. The same correspondent mentioned that everything had been changed since the arrival of General Todleben, and that a conference of the Powers would be proposed. Nothing could be a more effective illustration of the makeshift and worthless character of the arrangement made at the Berlin Congress than the manner in which Europe is kept in anxiety because of the difficulty of dealing with Eastern Roumelia. Whatever be the settlement, it may be taken for granted that Turkey will come out of it with less hold than ever on the populations of that place, if, indeed, any hold on them be left to her. There would be nothing to grieve at in that; but it would be satisfactory to know that Eastern Roumelia in ceasing to be Turkish was not to become Russian. That could have been provided for in Berlin by a simple and natural arrangement, but our statesmen were much too busy with cunning devices to condescend to a plain, straightforward policy. We have heard nothing as yet as to what measures were taken by the Powers on the 3rd inst., or whether the Russian troops have begun the evacuation of Turkey.

KHANDESH SPINNING AND WEAVING MILLS COMPANY.

THE fifth annual general meeting of shareholders of the company was held yesterday at its registered office, 3, Church Lane, Fort, to adopt the directors' report and pass the accounts and balance-sheet for the year ending 31st December 1878, to elect directors, and to appoint auditors and fix their remuneration. Mr. Vundravundas Purshotumdas, chairman of the board of directors, was in the chair. The notice convening the meeting being read, the directors' report was taken as read.

The report stated that the year which had closed had been singularly unfavourable to all mill companies in general and to this company in particular. The disastrous fire at the company's factory at Julgaum, which occurred on the morning of the 13th May last, caused a total suspension of operations for upwards of six months. The origin of the fire had not yet been known, but it is believed that it occurred in the mule department, and consumed the whole of the spinning, weaving, carding, reeling, baling and bundling departments, office, and stores, in a short time. The amount of property estimated as destroyed was about Rs. 6,14,000, but fortunately for the shareholders, it was covered to the extent of 50 per cent by insurance; and the result of this heavy loss was greatly modified. In due course the company's claim against the underwriters, under proper professional advice, was submitted, and, with a trifling reduction, promptly paid by the different offices who had undertaken the risks. After taking into account the amount of claim received from the underwriters and the expenses incurred in replacing the mill, the actual loss to the company by this unfortunate fire comes to Rs. 1,22,380-14-6. One of the principal causes which had mainly contributed to this satisfactory result was the judicious manner in which the debris purchased from the underwriters was utilized without in any way impairing the efficiency of the new mill. This desirable end within so short a time was brought about by the skilful energy and perseverance of the secretaries and treasurers of the company and the combined efforts of the officials who worked under them. The net profits of the company for the first four months of the year amount to Rs. 28,044-2-5 exclusive of the secretaries' commission.

Taking the amount of the profit under consideration, they could only be allowed commission at the rate of one pie per lb., but keeping in view the unfavourable causes which afflicted so seriously the company's operations and the subsequent highly satisfactory and valuable services rendered by the secretaries and treasurers in the reconstruction of the mill, for which they had charged no remuneration, the directors recommended the shareholders that the secretaries be allowed commission at the rate of three pies per lb. on all yarn and cloth made and sold during the year as a special case.

After some discussion as to the commission proposed to be paid to the secretaries, which Mr. Vullubdas, one of the agents, offered to give up, the subjoined resolutions were unanimously passed:—

Proposed by Mr. Cursetjee Jehangir Tarachund, and seconded by Mr. Motiram Bhagoobhoy, that the audited accounts and balance sheet, together with the directors' report for the year ending 31st December 1878, which have been circulated among the shareholders in the usual way, be and are hereby adopted and confirmed.

Proposed by Mr. Motiram Bhagoobhoy, and seconded by Mr. C. M. Seena, that considering the tact displayed, the energy used, and other valuable services rendered by the secretaries and treasurers and agents in putting the mills into working order in a very short time, a purse of Rs. 5,500 be presented to them in addition to the commission to which they are entitled.

Proposed by Mr. Pallonji Framjee, and seconded by Mr. Tribhovandas Nathoobhoy, that after deducting the Rs. 5,500 presented to the secretaries and treasurers and the amount of their usual commission from the amount of profits Rs. 28,044-2-5, the balance be carried to the "loss by fire account."

Proposed by Mr. Damodhur Thakursey Mooljee, and seconded by Mr. Moteeram Bhagoobhoy, that Messrs. Vundravandas Purshotumdas and Vullubdas Waljee, who retire by rotation, be re-elected directors of the company.

Proposed by Mr. Tribhowundas Nathoobhoy, and seconded by Mr. Cursejee Jehangir Tarachund, that Messrs. Framjee Temooljee and Dwarkadas Oodowjee be appointed auditors of the company for the current year at a remuneration of Rs. 125 to each.

The chairman remarked that, although a purse had been voted to the secretaries and treasurers, he should think the shareholders would be wanting in their duty if they omitted to specially thank Mr. Vullubdas Waljee, the managing agent, who had to his knowledge at much trouble and personal inconvenience done his best to promote the interests of the company. The proceedings terminated with a vote of thanks to the chairman.

MEMORANDUM OF THE PRESIDENT OF THE FAMINE COMMISSION AND THE PROPOSED REPLY OF THE BOMBAY CHAMBER OF COMMERCE

To be submitted for approval at the General Meeting to be held on 9th May.

INDIA is described in the last Financial Resolution of Government of India as "a country of unbounded material resources," "capable of producing almost every article required for the use of man": at the same time, it is observed, such is the primitive condition of society, the poverty of the people, the undeveloped state of trade, that, whereas in the United Kingdom the value of imports and exports taken together is £20 per head of the population, in India it is only 10s., *i. e.* 1-40th. The Customs revenue (wine, spirits, tea, tobacco) in the United Kingdom is 10s. per head; in India, on a long schedule of dutiable goods, it is only about 3d., again about 1-40th.

2. On the other hand India has shown extraordinary capacity for commercial development in various directions, in fact almost wherever an opening has been given. To take a familiar instance, the earnings of Guaranteed Railways increased in the five years from 1872-73 to 1877-78 from 7½ millions in 1872 to 13 millions in 1878. So again great export trades have sprung into existence and flourish with a vigour that encourages the hope that a still more extensive commercial development may be attainable. For instance, wheat sprung from £775,000 in 1875 to £2,700,000 in 1877; tea has risen from £192,000 in 1861 to £790,000 in 1877; seeds from ¾ a million in 1861 to 6¾ millions in 1877-78; coffee from £54,000 in 1861 to 1¼ millions in 1876; cotton from 3¼ millions to 13¼, and we now have an export trade of cotton goods amounting to 1¾ millions. In the same way Indian imports from the United Kingdom have risen from 8½ millions in 1850-51 to 30½ millions in 1875-76. Exports to United Kingdom have risen from 8 millions in 1850-51 to 28 millions in 1875, and total imports from 6 millions in 1834 to 44 millions in 1875.

3. To turn to another symptom of activity, there have been since 1861 no less than 800 joint stock companies formed in India; of these 194 are banks, 37 insurance companies, 152 mills and presses, 147 planting companies, 183 trading companies. Such a movement implies considerable commercial activity and a large amount of capital thrown into industrial enterprise.

4. On the whole the figures seem to indicate the possibility of a development of trade, if properly encouraged, on a scale greater than anything attained, and which may completely alter the industrial character of the country. Suppose, for instance, that India becomes capable of manufacturing the 17 millions worth of cotton goods which she now imports (which seems to be more than probable), this would not only affect the wage-rate throughout the country, but sensibly affect the balance of trade, exchange, &c., and it is, it seems to me, to changes such as this that we must look for any general improvements in the condition of the poorer classes.

5. In dealing with the question, therefore, how famines can best be prevented and alleviated, the development of trade and the possibility of new industries must occupy a prominent place, and we ought to be able to state with all the certainty of which the subject admits, what are, in the opinion of people who know about such things and whose business it is to judge of their future, the prospects of different trades, and whether there are any trades which, though possibly not strong enough to grow of themselves, might be fostered by Government into a lusty youth, as has been the case with railways. For instance, large tracts of country in Southern India abound in iron ore. Various efforts to utilize it have been made, and have failed from one cause or another; but it is by no means certain that if Government took up the matter with all the resources at its command, this all important industry might not be developed. So again as to Mr. Buck's experiments in tobacco. According to him it is one of the most remunerative crops in the world, the demand for tobacco is unlimited, and the trade may become of the greatest importance.

6. No question on this subject has been asked in our interrogatories, and it is possible that the information we require will be better obtained by a reference to a few commercial bodies, the Chamber of Commerce, &c., and gentlemen of mercantile experience, thus by sending the questions round to the several administrations. I wish therefore to bring this subject to the consideration of the Commission, and to beg each of our colleagues to express his views on it, and to take such steps as he considers proper, for ascertaining what are the possibilities of undeveloped trades and manufactures in the province with which he is immediately concerned, how such trades would be likely to affect the labouring classes, and whether there are any industries which might, with advantage, receive direct assistance from Government until they attain maturity.

October 10, 1878. R. S. C.

Chamber of Commerce, Bombay, 8th May 1879.

To the President of the Famine Commission.

SIR,—The Chamber of Commerce has had under consideration your memorandum, dated 10th October last, and it has now the honour to submit its views on the subjects therein set forth.

The Chamber concurs in the main in the description of India, in the Financial Resolution of the Government of India, that it is a country of unbounded material resources capable of producing almost every article required for the use of man, but that such is the primitive condition of society, the poverty of the people and the undeveloped state of trade, that, whereas in the United Kingdom, the value of imports and exports taken together is £20 per head of the population, in India it is only 10s. or one-fortieth. The Chamber believes that this state of things is chiefly, if not entirely, attributable to the still lamentably defective state of the internal communications of the country.

During the last forty years, the Chamber has never ceased to urge upon Government the supreme importance of this question, being convinced that there is no other that bears so strongly upon the interests of commerce, and perhaps no other material question in which are so intimately bound up the moral and material welfare of the people and the best interests of humanity.

The value of the export and import trade per head of the population of the United Kingdom compared with that of India, will occasion little surprise when the comparative position of India in regard to railways and roads is considered. The United Kingdom, with an area of 122,550 square miles, has 16,872 miles of railway open for traffic, and the country throughout is intersected with roads. British India, on the other hand, with an area of 1,481,866 square miles, has only 7,326 miles of railway, and is so destitute of roads that many thousand of tons of produce are allowed to rot yearly in the fields, there being no way by which they can be brought to market. Nevertheless, the exports and imports of British India taken together, and including treasure, have increased from £38,422,100 in 1853, when the construction of railways in India commenced, to £113,919,018 in 1877.

The Chamber, however, considers it important to subjoin the following statement of the annual value of the export and import trade of India during those years, as the figures prove that every increase of facilities for trade in India has been attended with an increased demand for articles of European produce. This information appears to be the more desirable, as we have yet to a great extent to learn the value of the interchange which may be established with people beyond our present frontier, and which is yearly and rapidly increasing.

EXPORTS.

Year.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1852-53	21½	20,464,633	1,055,229	21,519,862
1853-54	72	19,295,139	1,483,296	20,778,435
1854-55	171	18,927,222	1,267,033	20,194,255
1855-56	274½	23,040,000	601,177	23,641,177
1856-57	289½	25,340,000	1,253,426	26,593,426
1857-58	430½	27,460,000	822,438	28,282,438
1858-59	625	29,860,000	669,427	30,529,427
1859-60	836½	27,960,000	929,007	28,889,007
1860-61	1,581½	32,970,000	1,119,549	34,089,549
1861-62	2,351½	36,320,000	683,355	37,003,355
1862-63	2,516¾	47,860,000	1,111,140	48,971,140
1863-64	2,962½	65,625,000	1,270,435	66,895,435
1864-65	3,368¾	68,025,000	1,444,775	69,469,775
1865-66	3,568	65,490,000	2,165,352	67,655,352
1866-67	3,936½	41,860,000	2,431,503	44,291,503
1867-68	4,016½	50,875,000	1,571,946	52,446,946
1868-69	4,261	53,060,000	1,395,580	54,455,580
1869-70	4,766	52,470,000	1,042,353	53,512,353
1870-71	5,072	55,335,000	2,220,765	57,555,765
1871-72	5,365¾	63,190,000	1,495,642	64,685,642
1872-73	5,671½	55,230,000	1,308,579	56,538,579
1873-74	6,201	54,980,000	1,958,512	56,938,519
1874-75	6,497½	56,360,000	1,625,309	57,985,309
1875-76	6,949¾	56,210,000	2,200,236	58,410,236
1876-77	7,326½	61,013,000	4,029,898	65,042,898

IMPORTS.

Year.	Total Miles of Railway opened.	Merchandise.	Treasure.	Merchandise and Treasure.
		£	£	£
1852-53	21½	10,070,861	6,831,377	16,902,238
1853-54	72	10,070,863	4,871,956	14,942,819
1854-55	171	12,742,071	2,028,856	14,770,927
1855-56	274½	13,945,000	11,301,288	25,246,288
1856-57	289½	14,195,000	14,413,697	28,608,697
1857-58	430½	15,275,000	15,815,436	31,090,436
1858-59	625	21,730,000	12,817,071	34,547,071
1859-60	836½	24,265,000	16,356,963	40,621,963
1860-61	1,581½	23,495,000	10,677,077	34,172,077
1861-62	2,351½	22,320,000	14,951,985	37,271,985
1862-63	2,516¾	22,630,000	20,508,967	43,138,967
1863-64	2,962½	27,145,000	22,962,581	50,107,581
1864-65	3,368¾	28,150,000	21,363,325	49,513,325
1865-66	3,568	29,600,000	29,557,391	59,157,391
1866-67	3,936½	29,040,000	15,236,905	44,276,905
1867-68	4,016½	35,705,000	11,775,374	47,480,374
1868-69	4,261	35,990,000	15,155,954	51,145,954
1869-70	4,766	32,925,000	13,954,807	46,879,807
1870-71	5,072	34,470,000	5,444,823	39,914,823
1871-72	5,365¾	32,090,000	11,573,813	43,663,813
1872-73	5,671½	31,875,000	4,556,585	36,431,585
1873-74	6,201	33,835,000	5,792,534	39,627,534
1874-75	6,497½	36,220,000	8,141,047	44,361,047
1875-76	6,949¾	38,515,000	5,300,722	43,815,722
1876-77	7,326½	37,440,000	11,436,120	48,876,120

Satisfactory, however, as the annual progress has been in the export and import trade of India, with the limited lengths of line open, the development has been most marked in those provinces where, under a liberal system of management, the railway charges have been made sufficiently low to encourage trade. One of the principal objects of the Government in sanctioning the construction of railways in India was the multiplication of produce, and the consequent increase of the national wealth, but this beneficent object is defeated if the railway rates for the carriages of goods are fixed on a high scale. The only through communication which we have had with Northern India is that which the G. I. P. Railway affords; but the high rates charged by that Company for the conveyance of goods have prevented Western India from reaping all the benefits which were reasonably expected to flow from the introduction of the G. I. P. system into this Presidency. This statement is borne out by the fact that, on a recent occasion, when a reduction of their grain rates was made, a very large development of traffic immediately occurred and has steadily progressed. In September 1875, the G. I. P. Railway reduced their grain rates from the producing districts in the Central Provinces to 5½ pies per ton per mile, being a reduction of about 30 per cent. on their previous rates. This reduction left the rates still considerably higher than the E. I. Railway Company's rates, but it led at once to a very great increase in the traffic. In the year 1872-73 the quantity of wheat exported from Bombay was 74,867 cwts., in 1873-74 it rose, with the repeal of the export duty, to 434,453 cwts.; in 1874-75 the export was 633,681 cwts.; in 1875-76, 837,869 cwts. in 1876-77, 1,284,094 cwts; and in 1877-78, 1,159,443 cwts. The effect of reduced charges on seeds was still more remarkable. In August 1875, the export duty on seeds was abolished, and about the same time the G. I. P. Railway Company's rate for the carriage of seeds was reduced. During the six months ending 31st March 1876, the quantity of the three principal descriptions exported, namely, linseed, rapeseed, and teelseed rose to the large total of 1,559,369 cwts. against 592,373 cwts. exported in the corresponding period of the previous year. The total exports of seeds from Bombay subsequently showed no falling off; in 1876-77 they amounted to 2,754,922, and in 1877-78 to 3,179,475 cwts. and it should be borne in mind, that the exports of grain from Western India in the year 1876-77 and 1877-78 were greatly curtailed by the short crops of those years, and by the carrying power of the railways being monopolized by Government for the conveyance of food-grain to the famine-stricken districts of Southern India. The G. I. P. Railway Company's rates are still much too high and a further reduction would, the Chamber believes, result in a yet greater expansion of the export trade. But these illustrations of the effect of reduced rates prove that even railways in India may be of little avail in fully developing the resources of the country, if the rates for the carriage of produce are not reduced to the low scale necessary to attract the produce of the districts through which they pass.

A glance at the map is sufficient to bring home the fact how ill-provided with railways India is in comparison with other countries with which she has to compete for the prospects of attaining any great degree of material prosperity.

Of the lines of Railway communication which would benefit not only the export trade of India, but the general trade of India and of England, the one which precedes all others in importance is the line between Ahmedabad and Delhi, which will form part of the great trunk line between Bombay and Delhi, and should be made throughout on the standard 5 feet 6 inch gauge. For it is certain that not only will be the local traffic of the line be heavy, but that the natural advantages which Bombay possesses, in being at once the Port nearest to the great producing districts of upper India and to England, will draw to it, in the interests alike of producer and consumer, a great portion of the export trade of British India. The total exports of wheat from British India amounted in the year 1874-75 to 1,069,076 cwts., in 1875-76 to 2,498,185 cwts., in 1876-77 to 5,583,835 cwts., and in 1877-78 to 6,340,150 cwts., and there has also been a great increase in the exports of linseed, rapeseed and teelseed. Now when the line is opened right through to Delhi, Bombay will be really a much shorter distance from Delhi than Calcutta now is, while the distance from Delhi to Bombay, *via* Ajmere and Ahmedabad, will, as compared with the Jubbulpore and Allahabad route, be lessened by about 350 miles. These great natural advantages will it cannot be doubted, bring to this Port a large proportion of the grain exported from British India, and will consequently promote in a material degree the prosperity of this Presidency; but these advantages will, to a great extent, be done away by the introduction of a break of gauge. If grain coming down from the Punjaub, beyond Delhi, is to break bulk at Delhi, and then again at Ajmere or Ahmedabad, the great expense, delay, and risks of injury and loss of goods, caused by such double break of bulk, will be a serious impediment to the trade of this Port.

The mercantile community of Western India have repeatedly endeavoured to impress upon Government the fact that the opening of a uniform gauge from Bombay to Delhi would have the most beneficial effect on the export trade of this country, and that no other than the standard 5 feet 6 inch gauge would be equal to the requirements of the traffic on this great trunk line. The line at its northern terminus at Delhi will be connected with the broad gauge system of the East India Railway, and at Ahmedabad towards the south-west with the broad gauge system of the B. B. and C. I. Railway: yet the Government of India persists in sacrificing the permanent trading interests of the country to the opinions of a few advocates of the narrow gauge who have but a temporary and indirect interest in the question, as, indeed, they have in the country itself, by laying the permanent way of the intervening section, that is to say, between Delhi and Ahmedabad, on the metre gauge. The mercantile community believe that the evils of the break of gauge will be found in practice to be intolerable, that the portion of the line between Ajmere and Delhi, which is already made on the narrow gauge, must ere long, at heavy extra outlay, be reconstructed on the broad gauge, as the metre gauge will be found unequal to the traffic, and that the construction of the line south of Ajmere on the narrow gauge will therefore be a needless waste of public money, and a serious injury to the trading interests of this Presidency and of Upper India. The Chamber therefore recommends that the work of reconstruction should be proceeded with at once, and that the line between Bombay and Delhi should be completed on the standard gauge, and with the utmost practicable expedition.

A great deal of the suffering and loss from famines of late years which have to be deplored would almost certainly have been averted if Government had, with more vigour, followed the example of America, and of most European countries, by forming lines of communication. The famine of 1869, in Rajputana, resulted in the loss of about one and a half million of lives from starvation; the loss of cattle was so great that the Governor-General's Agent estimated that one-half of the usual area could not be sown; a large portion of the population emigrated, and many thousands of them were supported in the poor houses in the Ajmere and Mhairwarra districts, and at Neemuch and Anadra. The Commission will readily perceive how much of the distress and privation then undergone would, with railway communication, have been prevented; as it was, while Rajputana was striken with a terrible famine, wheat, jowar, and other food-grain abounded in Guzerat, but were almost wholly unavailable, there being no means of transporting them speedily to the suffering districts.

Next in importance to the early completion of the trunk line between Bombay and Delhi on the standard gauge, are the railways required for the development of the great producing districts of Central India.

Nearly all the wheat and seeds exported from Bombay—and the trade in these has, as already mentioned, increased largely in recent years—come from the producing districts in Central India, and it is universally admitted that the extension of railways throughout those districts, combined with a low scale of railway charges for the conveyance of produce to this Port, would still further enormously develope the great export trade in these articles. Railway communication in the Central Provinces extends only to Nagpore, the G. I. P. Company's terminus. The construction of a railway from Nagpore eastward towards Chhattisgarh has for several years been under the consideration of the Government of India. Last year the extension of the railway from Nagpore to Raipore was sanctioned, but the Chamber regretted that it was proposed that the line should be constructed on the narrow gauge. The line will open up the greater part of Chhattisgarh, the most populous portion of the Central Provinces, in which all kinds of agricultural produce are raised in superabundant quantities, but in which, development is at a standstill for want of the means of transport. Not only will a heavy traffic in grain and seeds flow to it from the surrounding districts, but the line will eventually form a part of the main through line of communication between Calcutta and Bombay, for the line, when extended from Nagpore to Calcutta will, while intersecting the richest provinces in India, shorten the distance between the Capital and this Port by 200 to 300 miles. Narrow gauge lines may be well adapted for the branches of trunk lines and for local lines on which the traffic is inconsiderable. Experience, however, has already proved that the difference in the first cost of broad and narrow gauge railways is insignificant, and that the cost of working a railway on the narrow gauge, where there is a heavy traffic, is much greater than the cost of working one on the broad gauge; and it is impossible to exagerate the injury that will be done to the permanent trading interests of the country by introducing breaks of gauge into the great trunk lines of India, such for instance as the line between Bombay and Delhi, and the line from Nagpore to Raipore. It has been repeatedly urged on Government that trunk lines should throughout be constructed on a uniform gauge, and that those portions of great trunk lines which are made on the narrow gauge will at no distant date have to be reconstructed on the broad gauge, at great loss to the country, when the through communication is completed. It is obvious that the impediments, caused by the introduction of breaks of gauge on main through lines, will be a great hindrance to the export trade, and the Commission would render an important service towards developing that trade by their strongly urging upon Government the construction of the line from Nagpore to Raipore and eastwards on the broad gauge, and the immediate reconstruction on the broad gauge of such portions of the line between Bombay and Delhi as have been made on the narrow gauge.

The early completion of the line from Nagpore to Raipore on the broad gauge, and its extension on the same gauge to Sambalpore, would be of inestimable value to India, for there is no line which could, when the quantity and the bulky nature of its traffic are considered, require the greater capacity of the broad gauge more than this: nor is there any line, with the exception of the Bombay and Delhi line, which would in a greater degree stimulate and augment the grain trade of India. The producing districts through which the line from Nagpore to Sambalpore would pass are described as the granary of India, but, great as the value of that line would be in opening these fertile districts up, the full development of their export capabilities could only be accomplished by the introduction of additional cheap tributary lines and roads serving as feeders to this main line. The financial success of such a scheme is assured by the great fertility of the districts; and no other scheme could be devised better calculated to increase the exports of India, and to materially affect the well-being of the people and the consequent prosperity of the imperial revenue. Year after year the importance of opening up these districts has been laid before the Government of India. Their development would be followed by the happiest results to the moral and material advancement of the people, and the agricultural statistics of the provinces indicate the vast scale which this development might reach. In the statement exhibiting the moral and material progress and condition of India during the year 1872-73, (presented to both houses pursuant to Act of Parliament) page 26, the area of the Central Provinces is stated to be 36,046,250 acres, of which a little less than a third was cultivated, and about another third was cultivable. In the Report, however, on the Trade and Resources of the Central Provinces for the year 1876-77 by the Chief Commissioner, we find that (page 11) the area under cultivation (not including that of the Sambalpore district not previously stated) was about 14½ millions of acres, leaving 11¼ millions of acres of cultivated land still uncultivated. Now the total export of wheat and seeds, from Bombay, in the year ending 31st March 1878, was 4,288,268 cwts., nearly all of which was the produce of the Central Provinces. This export was nearly three times greater than in the year ending 31st March 1875, and it is reasonable to suppose that if the provinces were thoroughly opened up by lines of railways and of roads, the 11¼ millions of acres would soon in those fertile provinces be brought under cultivation, and the export of produce nearly doubled.

Notwithstanding the urgency and the paying capabilities of a line of railway from Nagpore to Sambalpore, the Government of India has at length accorded a reluctant sanction to the construction of a portion of it only, namely, to Raipore, and that too on the narrow gauge. The Chamber has no information as to what progress, if any, has been made on this much-needed line. And its pressing necessity which has been repeatedly urged on the Government of India, will be brought home to the Commission by the following extract from the Chief Commissioner's Report on the Trade and Resources of the Central Provinces for the year 1876-77, (pages 5, 6 and 7) viz.:—

"8. From the railway terminus at Nagpore a proposal has been several years under consideration for constructing a railway eastward towards Chhattisgarh where wheat, rice and all agricultural produce are raised in superabundant quantities, so much so that Chhattisgarh is popularly styled the granary of this part of India. The project has received the approval of the Secretary of State and the Government of India, and during the year under review a party of Engineers took up the final surveys of the whole line to Kallianpore near Raipore 121¼ miles in length. This work was completed, but as the Government of India have not yet finally decided on the gauge to be adopted the necessary calculations to the preparation of plans and estimates are in abeyance, and the famine interfering the engineering staff was dispersed early in the present year. Thus a further postponement of this very important project has become inevitable. The gauge to be adopted on this line is certainly a primary consideration as were it ultimately to be prolonged to touch the open line any where about Ranigunj its character as the shortest communication between Bombay and Calcutta would be enhanced very materially. It was decided, however, during the year to explore the country beyond the proposed terminus near Raipore in the direction of Sambalpore in the extreme east of the province bordering on the tributary Mehals of Bengal, and an experienced engineer and staff were deputed to carry out this work.

"Three routes were suggested—(1) from the terminus *via* Bilaspore to Korba, (2) from the terminus to Bilaspore and thence by a route generally parallel to the course of the river Mahanadi to a point on its left bank near Sambalpore, and (3) from the terminus *via* Raipore to Sambalpore direct. The three routes were 220 miles, 154 miles and 120 miles respectively, the shortest being the direct one due east *via* Raipore to Sambalpore. The report of these rough surveys was placed before the Government of India with a Minute from myself on the relative merits of each and the effect each would have on the trade and general prospects of the country. There is no pressing necessity for this extension of the line such as there is for the line to Chattisgarh. Almost half the population of the Central Provinces are here as it were locked up beyond reach of any market for their surplus agricultural produce. From all parts of Chhattisgarh wheat, rice, linseed, &c., are brought over long distances to Dongargarh (or Kallianpore), 121 miles from Nagpore, and there sold off at fabulously low prices to the native dealers or agents from Nagpore and Kamptee, from Berar, and latterly from Bombay itself.

"From Dongargarh to Nagpore the produce is carried on carts along the 'Eastern Road,' each cart carrying about a ton, and costing at the most favourable rate prevailing about as much as the Railway freight to Bombay above 500 miles. Development in Chhattisgarh is at a standstill for want of this short length of railway. The means of transport by cart and pack bullock is not equal to the demand, and notwithstanding that the existence of a metalled road now makes two and sometimes three trips in the fair weather possible, a run of a few good seasons in Chhattisgarh is as much dreaded by the agriculturist as a failure of the crops, for his produce is then a drug in the market and he must sell at any price for money to pay the rent of his land. I need say no more in this place on the urgency and importance of this Chhattisgarh line of Railway as the Government of India are in possession of the fullest and most recent information on the subject, and I deeply regret that Financial considerations should again necessitate its postponement for a time."

The completion of the line between Bombay and Delhi and of the Railway from Nagpore to Sambalpore, both on the broad gauge, and the opening up at the same time of the Central Provinces by a number of cheap lines and roads communicating with the main line of railway, are of the first importance in developing the resources of Western India. Numerous other lines, however, are urgently needed, among which the Chamber would mention as great importance a line from Anund on the B. B. and C. I. Railway into Kattyawar, which is yet all but wholly unopened, and a line from Anund eastward to Rutlam. Another line of great importance is a railway from Decksal or Sholapore or some point on the G. I. P. Railway to Hubli or some central point in the Dharwar cotton field. But it may be said that there is hardly a province in Western India, whose development is not retarded or at a standstill from the entire want of railway communication.

To those who are familiar with India, it is apparent that good roads are almost as much wanted as railways, and that the extension of roads would tend greatly to assist the inland traffic. It was not, however, till 1845 that the systematic construction of roads in any part of India was commenced. The Chamber has been unable to ascertain the exact length of roads which has since been constructed in India, but it believes that the total length in the whole of British India probably does not exceed 50,000 miles, while England, with an area of 50,000 square miles, has perhaps 130,000 miles of public highway and macadamized roads.

The Chamber deems it unnecessary to occupy the time of the Commission with general arguments in favour of the facilities of transit and communication which are so much wanting in India. The advantages to mankind of railways, and of roads, upon which they can pass at all times with comfort and celerity, can hardly be appreciated too highly, and if, as has been said upon the highest authority at home, the more general introduction of highways into Scotland in the beginning of this century advanced civilization in the districts principally affected by at least one hundred years, and if the effects of the opening of new roads in Ireland still more recently have been spoken of as magical, as well in a moral and social as in a commercial point of view, what might not be expected from like causes in a vast continent, almost destitute of water communication, and of which the need of roads is in consequence so much more urgent. It is a fact about which no difference of opinion can exist that the trade of India is still small beyond comparison with that of any country so populous and so capable of trade; and that little progress has yet been made towards developing the vast resources of this empire. If it is intended that this field should ever be harvested, the means of making its riches available must be provided. So long as we find it stated, with regard to the great producing districts of Central India, that but little more than a third of the land is under cultivation and that even under such circumstances, in years of abundance, the more perishable descriptions of produce cease to have almost any value, indeed are often left to perish on the field from the want of outlet by roads, we can look for but little progress in this direction. So long as such a state of things is permitted to exist, it is impossible for the ryot to better his condition; he must remain as at present without incentive to exertion, and with difficulty able to provide the scanty means of supporting existence from day to day. It is thus that we are enabled to account for the oppressive nature of a land tax, which, as a rule, is in itself light beyond example and which, though averaging only a small sum per acre on cultivated land throughout this Presidency, yet absorbs in that sum a very large portion of the returns from cultivation.

To the want of railways and of roads, then, do the Chamber mainly attribute the depressed state of the country, and the still limited nature of our Export Trade from Bombay as compared with what might be expected from the only great outlet of so vast a tract of continent. And equal at least in degree are the effects of the same cause upon our Import Trade, as will be seen from a comparison of the export of British manufactures to India per head of the population, with the exports to South America and the Australian Colonies.

While on the subject of inland communications, the Chamber, although preferring railways to canals, cannot overlook the fact that the great waterways of the Godavery, Kistna, and many other rivers, could be used to immense advantage; and they respectfully recommend that all information on projects for irrigation should be published. They commend to the attention of the Commission the project for irrigation from the Taptee river on which years have been spent on surveys and reports, but on which no work has been done. Captain Osborn Chambers, in his Report on irrigation from the Taptee river dated Surat, 1st October 1860, (*vide* Selections from the Records of the Bombay Government No. LXI., new series), concluded that there was water enough in the river for at least 200,000 acres of land, from the middle of June to the 1st of December, if not longer; that there were on both banks of the river 200,000 acres of land so situated as to be perfectly irrigable; that a return of 8 per cent. on the proposed outlay of 36½ lakhs might confidently be anticipated; and that the works would greatly benefit and enrich the district. It might be that Public Companies could work such projects, but then the system of Government competition should be for good abandoned, and the care of Government should be to foster, protect, and encourage private enterprises of this description, by which the industrial position of the country would be improved.

In para. 3 of the Memorandum it is observed that no less than 800 Joint Stock Companies have been formed in India since 1861. The Chamber, however, apprehends that many of the companies referred to, such as Banks, Financial Associations, and schemes for the reclamation of land from the sea, were brought out during the Share Mania in Bombay in 1863 to 1865, and have long since ceased to exist. The fairest mode of comparison, at least in this Presidency, would be to compare the number of companies and the amount of capital in existence in the year 1861, at the close of which the American Civil War broke out, with those existing in 1878. And, with the exception of the cotton spinning and weaving industry, the comparison is not favourable. In 1861, there were seven banks in Bombay: there are now nine, and of these one is a branch of the Comptoir D'Escompte de Paris, and another an Agency of the Bank of Bengal. Although numerous branches of English and Continental Insurance offices have been opened in Bombay, only two local Fire Offices, two local Life Offices, and two local Marine Offices now exist. The policy of the Government of India seems to aim at discouraging the practice of insuring life and property, which prevades the social and commercial systems of England and other enlightened countries. Insurance, particularly on life and against fire, is a practice universally adopted in England where the rates of premium are very low. But in India, or at least in this Presidency, life insurance is mainly confined to Europeans, and, in many cases, the ordinary high rates of premium chargeable in India put it out of the power of Europeans to insure their lives. The practice of insuring property against fire is almost entirely confined to the Presidency towns, and it is also practically resorted to by Europeans only. The rates of premium on fire insurance in India are also much higher than the rates charged in England, and the natives seldom care to incur the expense. Yet in the new Stamp Bill, which became law on the 1st of April 1879, life policies, which previously were free, are subjected to a stamp duty of 6 annas per Rs. 1,000, while the stamp duty on fire policies has been increased 50 per cent., that is to say, from 4 annas to 6 annas per Rs. 1,000. Moreover, a tax varying from Rs. 500 to Rs. 1,000 is levied by the Bombay Municipality on every Fire Office as its contribution to the Fire Brigade. The Chamber considers this tax to be excessive, particularly when it is borne in mind that very few houses in the Native Town of Bombay, where fires are of most frequent occurrence, are insured. With the extension of the railway system into the cotton districts, numerous presses have been established at the various marts in the interior, by means of which nearly all the cotton for export comes to Bombay in the form of full-pressed bales, and a large saving in the cost of carriage is consequently effected. Private enterprise soon responded to the requirements of the trade in its altered conditions; but the success which awaited the establishment of presses in the interior, resulted in a proportionate diminution of the prosperity of the same industry at the port. Many of the pressing establishments at Bombay have in recent years disappeared, and very little pressing is likely to be done henceforth in Bombay. There are no planting companies in Bombay, and the numerous trading companies, which flourished during the American War and a year or two subsequently, have long since passed away.

But there is one industry—that of cotton spinning and weaving—which in spite of many hindrances and reverses, such, for instance, as the high price of cotton during the American War and for some years later, and the depression of trade resulting from successive years of famine and short crops, has taken root in this Presidency. The erection of the first cotton spinning mill in Bombay commenced in 1854, and there are now 32 mills. The paid-up capital of these mills is £3,808,543. The number of spindles at work is 955,346 and of looms 10,266; and they give employment to 27,000 hands. In addition to these mills there are 11 cotton spinning and weaving mills up-country, having a paid capital of £784,487; in these up-country mills there are about 179,500 spindles and 1,8[illegible] looms at work, and about 6,000 people are employed in them. Except in the years 1874 to 1876 during which there was a very good demand for the local manufactures, this industry has not prospered, but employment in the mills is much prized by the working classes. The operatives—men, women, and children—are nearly all paid by piece-work, and the earnings of each vary from Rs. 7 to Rs. 40 per month. It is the duty of the Government to encourage this industry to the utmost possible extent, and, except in granting concessions, at nominal rates, of land for sites for new factories, and of water, whether to be used for driving power or for working the mills, the Chamber believes that Government cannot encourage it more effectually than by abstaining from all interference with its internal working.

Having now referred to the wants of the country as affecting the development of its trade, and to the state of industry, the Chamber would earnestly press the Commission to urge upon Government the immediate removal of all existing and contemplated restrictions, whether in the form of special enactments or otherwise, which confer no benefit, but, on the contrary, burden trade, and weigh heavily on the springs of industry. The growing tendency of the official classes to interfere with the operations of trade and industry are everywhere manifest, and, unless peremptorily checked, will ere long become an evil of the first magnitude, and greatly impede their development. The Chamber will here enumerate the more burdensome and vexatious of these restrictions, which, it considers, should be abolished.

An Act called The Bombay Cotton Frauds Act was passed in 1863 in a time of great excitement, when owing to the American Civil War the price of Indian cotton rose from 4d. or 5d. to 18d. or 20d. per lb.; and much adulterated cotton was in consequence sent forward. The exceptional state of things which led to the introduction of this special Act passed away, however, soon after the war was brought to a close and the trade had settled down. Railway and Telegraphic communication was extended throughout the cotton districts, enabling the European merchant to establish direct business relations in the interior of the country with the native producer; and an improvement in the quality of Indian cotton was soon observable, which the Chamber believes to be of a permanent character. The Chamber has again and again represented to Government that many years have elapsed since the Act conferred any benefit on the trade, that it is continued solely in the interest of the Cotton Frauds Department, which is maintained by a special tax on the trade, that the improvement which has taken place of late years in the quality of Indian cotton is due, not, as was alleged, to the operation of the Act, but entirely to improved means of communication with the cotton districts and to private enterprise and the natural operations of the laws of trade; and this is proved by the fact that, while in those districts in which the Act is in force it is completely inoperative, it is principally from those districts where the Act is not in force that really good cotton comes. The Act was, however, re-enacted last year, Bombay Act, No. VII. of 1878, in spite of the protests of the mercantile community of Western India, and of the Manchester and Liverpool Chambers of Commerce. The Chamber has recently addressed another memorial to His Excellency the Viceroy praying that the Act be repealed, and that pending the repeal of the Act the full-pressed bales of cotton, coming from districts where no Cotton Frauds Act is in force, through Bombay, in transit for exportation, may be forthwith exempted from the injustice of having to pay the fee of 2 annas per bale in support of the Cotton Frauds Department of the Bombay Presidency, the inspectors connected with which never see and render no service in return for the payment of the fees on such cotton. Out of 741,000 bales of cotton exported from Bombay to foreign ports in 1878 about 400,000 bales came full-pressed ready for shipment from the Berars, the Central Provinces, Madras, and Bengal where no Cotton Frauds Act is in force, but were, nevertheless, subjected to a tax of Rs. 50,000, in order that funds might be obtained to pay the Bombay cotton inspectors; and a large proportion of the remaining 341,000 bales came from native territory.

Another local Act which, in its operation, has been a grievous hardship to the rising cotton industry of this Presidency, is Bombay Act No. V. of 1873, which renders the periodical inspection of steam boilers and engines used in factories compulsory. This Act is worked in the most arbitrary and vexatious manner. The most objectionable feature in it is the practically uncontrolled authority vested in the inspector, who, at every inspection can and as a matter of fact, does order the boilers and engines to be unfitted, and the latter to be taken to pieces, thereby stopping the mill for several days, and depriving the hands, whose numbers vary with the size of the mill from 400 to 3,500 persons, of their work. The Commission are, doubtless aware that in the United Kingdom no law exists, rendering the inspection of boilers or engines on land compulsory. The object of this kind of legislation is to guard against danger to human life, but it is only from explosions of boilers that accidents dangerous to human life occur; and the Chamber would therefore be unwilling to disturb the Act in so far as it is calculated to prevent such accidents. But the inspection need not necessarily be conducted by a Government inspector. In October 1876, an important trial took place in the High Court of Bombay, at which the oppressive and vexatious manner in which the Act No. V. of 1873 may be worked, was brought to light. The disclosures made at that trial induced the Chamber to urge upon Government the expediency in the public interests of abolishing the Government establishment for the inspection of boilers. There were many private engineers perfectly competent, who, if appointed or licensed by Government, would be glad for a small fee to inspect the boilers of factories; and the inspection would, the Chamber felt sure, be conducted with equal efficiency and with much greater economy than the present system, while it would have the merit of preventing the hardship and annoyance to which the owners of factories could be subjected.

But there is no ground for State inference in regard to engines or prime-movers. Accidents attended with loss of life or injury to the person arising from faults of engines are extremely rare, and a periodical examination, however frequent, will do very little to prevent such accidents as do occur. To examine all the working parts of an engine requires several days in taking the parts to pieces, in examining them, and in again putting them together. The stoppage of a mill for two or three days, or for any period of time, causes heavy loss to the owner, and deprives the hands of their work, and, when the examination which is the cause of this stoppage, is unavailing to prevent accidents, the law which sanctions such examinations becomes an oppressive restriction on the industry.

A new Boiler Inspection Bill, No. IX. of 1878, has been published, and will shortly come before the Council of the Governor of Bombay for making Laws and Regulations. In this new Bill, it is proposed to repeal so much of the present Act V. of 1873 as relates to the inspection of engines, but to give power to the Governor in Council at any time, by notification in the *Bombay Government Gazette*, to apply the Act to the inspection of engines in any place or district in which the Act may be at the time in force. It is much to be regretted that Government should still propose to retain this power and that every allusion to the inspection of engines is not wiped out of the statute book, for, if the application of the Act to the inspection of engines should again be enforced, and there is great danger of this in a country where State interference in everything is so much desired by the official classes, it will have the effect of increasing the personal importance of the inspector, of perpetuating the harsh effect of the Act, where its operation is most vexatious and at the same time totally useless and uncalled for, and of subjecting the factories to additional taxes for the maintenance of the inspector's increased establishment, without conferring any benefit on the public or the factories in the Presidency, but, on the contrary, subjecting the latter to certain injury and loss. The provisions in the new Bill, particularly those which relate to the inspection of boilers, are arbitrary, and, if exercised by an unscrupulous inspector, would become most oppressive and injurious to the owners of factories. By the present existing law, the inspector's certificate is in force for one year, and no accidents have occured showing the necessity for this period being reduced; yet, in the new Bill, it is proposed to shorten the period of a certificate to six months. The proposed Bill, moreover, confers new powers of the most arbitrary character on the Inspector: section 13 empowers him "at any time between sunrise and sunset on any day during the period for which a certificate may have been granted to examine any boiler for which such certificate has been granted, in order to ascertain whether such boiler is still in good condition and whether any cause exists for revoking the said certificate." The Chamber cannot conceive of anything better calculated to strike at the root of any industry than such a law as this. Actuated by caprice, by malice, or for purposes of extortion, the inspector may, with this authority, examine the boilers of a factory weekly or oftener, and stop the factory for several days at each examination.

The industries of India have hitherto been free from the interference of Government with factory labour, and the Chamber regards this exemption as tending to the popularity of factory work among the labouring classes, and to whatever success has fallen to the factories themselves. The Chamber, however, has learned that it is the intention of Government to introduce a Factory Act into India, although the Commission, appointed by the Government of Bombay in March 1875, to enquire into the condition of the operatives in the Bombay factories, and the necessity or otherwise for passing a Factory Act, were of opinion that legislation in any shape was unnecessary. The agitation for the introduction of this Act has not arisen from any complaints made to the Local Government, nor has it been occasioned by any mal-treatment or misery observed among the workpeople. It is of purely English origin. The English Acts, commencing with Lord Althorpe's Act, 3 and 4 Guliel. IV., cap. 103, were under a very different system of working, and in an inclement and rigorous climate, forced upon the Government by considerations of humanity for hardships and suffering which had a real existence, and by the state of public feeling which the operatives themselves excited. On every subsequent occasion when a new Factory Bill was submitted to Parliament, the operatives themselves were the chief promoters of the measure. But no complaints, either with respect to the hours of labour or harsh treatment, have ever been made by the operatives in Indian mills, employment in which, on the contrary, is eagerly sought as the certain means of greatly improving their condition. The mill buildings are well built and well ventilated, and the machinery fairly protected, while the temperature is not much greater inside than it is outside the mill. No mill in this Presidency is worked before sunrise or after sunset, and the system, which is universal, of paying the hands by piece-work, enables them to do their work in an easy and leisurely manner, which contrasts in a marked degree with the steady and unremitting labour exacted from an English operative.

In addition to these restrictions, the transit duties levied throughout India, not only in native territory, but by almost every municipality in British India, on goods passing through their limits, are a serious hindrance to the development of the trade and manufactures of India. The Government of India, in their Resolution of the 6th of November 1868, which almost exhausted the whole subject of municipal taxation, laid down certain rules to be adopted by all subordinate Governments and Administrations in the levy of octroi duties. These rules were—

I. That subject to the limitations contained in Rule II., no town duty or cess under any name should be levied by any municipal body on any commodity not included in the following list, *viz.*:—

(1.) Articles of food or drink for men or animals.
(2.) Animals for slaughter.
(3.) Articles used for fuel, for lighting, or for washing.
(4.) Articles used in the construction of buildings.
(5.) Drugs, gums, spices and perfumes.
(6.) Tobacco.

II. That no such duty should be levied on any of the following articles, *viz*:—

(1.) Articles liable to Customs duty and imported into India by sea.
(2.) Salt.
(3.) Opium.
(4.) Fermented or spirituous liquors manufactured in India, and drugs liable to Excise or Abkari duty; and

III. That no such duty should be levied except on things brought into a town for actual use or consumption therein.

By the subsequent orders of the Government of India of the 6th of January 1871, the following classes of commodities were added to the list of articles subject to the levy of octroi duties:—

(1.) Piece goods and other textile fabrics and manufactured articles of clothing and dress.
(2.) Metals, and articles of metal, subject, however, to this proviso, that the duty on them did not exceed 1½ per cent. *ad valorem*. But in all other respects, the rules prescribed in the Resolution of November 1868 were re-affirmed in 1871, and again in the letter addressed by the Government of India to the Subordinate Governments in September 1877.

If town duties were confined to the articles here enumerated, and levied at moderate rates, they would, with liberal rules for the granting of refunds on re-exportation of the articles, fall on the consumption of the towns for whose benefit the imposts were levied, and the mercantile community would have little ground for complaint. But the Commission will doubtless be surprised to learn that the excellent rules for municipal taxation prescribed by the Government of India have been deliberately disregarded in this Presidency: duties under the name of octroi are levied on almost every article which, whether it has borne Customs duty or not, and whether intended for consumption or sale, or for transmission to other places, enters the limits of any municipality. The rule which the Government of India laid down for the granting of refunds on re-exportation has also been deliberately set aside: some of the municipalities allow no refunds whatever, while the rules relating to refunds adopted by others are either so illiberal or so stringent, as to render it almost impossible to obtain a refund, and the octroi consequently degenerates into a transit duty. The Government of India condemned this widespread system of taxation on the ground that it was injurious to the interests on which the burden in a great measure fell, and stood in the way of the proper development of the commerce of the country; but it is of little avail writing able and exhaustive resolutions, if subordinate Governments and Administrations are, as has been the case hitherto, permitted to set these resolution at defiance.

It is clear that the development of local industries would tend to the improvement of the people and to a rise in the rate of wages. But this must depend on the state of the labour market, for all the wages earned in the manufacture of cotton goods of the value of 17 millions sterling would be small when estimated by the proportion of labourers which must be available in a country containing a population of 240 millions. If such a scale were attained the balance of trade would be affected to the advantage of India, and would so far tend to support the rate of exchange. If, for example, India, instead of exporting £11,000,000 worth of raw cotton, which is made in England into articles of the value of £17,000,000 for the use of this country, were to manufacture the cotton herself, she would retain the difference of 6 millions sterling for wages, &c., and would have this amount in her favour when the trade balance was taken. The Chamber is not prepared to say that India will manufacture the whole of her cotton goods for many years to come, if she ever does so; but the foregoing are economic inferences deducible from the data laid down in the Minute.

Private enterprise alone can deal with the manufacturing industries. The exports of Bombay-made grey yarn and goods to China, Japan and other countries have already assumed large proportions; and this has been effected while the mills are in their infancy, without the aid or interference of Government, and in the face of great depression of trade. During the last three years, the total exports by sea, from this port, of local cotton manufactures, were as follows:—

	Piece-goods. Yards.	Yarns. lbs.
1876	28,164,000	18,404,740
1877	40,813,671	25,768,131
1878	46,146,469	33,116,349

and during the same period the following were the total quantities of local cotton manufactures sent from Bombay, by railway, to the various railway stations in the interior:—

	Piece-goods Indian maunds of 82 2-7 lbs.	Yarns. Indian maunds of 82 2-7 lbs.
1876	184,578	89,764
1877	181,232	83,901
1878	187,074	67,761

There are other industries besides the cotton manufactures which would, the Chamber believes, flourish in India. For paper making, the country seems to be peculiarly well suited, abounding, as it does, in the chief materials used in the process; while the consumption of paper in India, and the annual importations from abroad, are ever on the increase. The most serious drawback to the introduction of this useful and profitable industry into this Presidency is the difficulty of obtaining adequate supplies of water at cheap rates. The wool manufacture only requires a trial in order to insure its success. The total quantities of raw wool exported from British India, in the last three years were as follows:—23,767,692 lbs. in 1876, 24,156,767 lbs., in 1877, and 23,075,323 lbs. in 1878. In Calcutta, the hemp and jute manufacture is being developed successfully, in Bombay, only one manufactory has been established. Two silk mills have also been opened here; and several iron foundries. The establishment in India of such trades as engine-builders, machinists, millwrights, &c., would be of great convenience to the Indian mill owner. He is entirely on dependent England for his machinery, and if for instance, the cylinder cover of his engine is driven out, he may have to close his mill for several months until a new cover is obtained from England. But none of these industries or trades could be fostered by Government interference into a lusty youth.

The mineral resources of India are very great, in fact almost unbounded. Government might with advantage employ a larger staff of geologists for the exploration of these resources, and should publish all information obtained. The development of these resources must be initiated by Government in districts where mining operations can be conducted with economy. The financial success of these operations cannot be looked forward to as a certainty, but with strict economy in the working, it is possible that they may be made to pay their way; in which case, it should be made known to capitalists at home that facilities would be offered to any company formed for the purpose of developing the mineral resources of this vast country.

No doubt the cultivation and manufacture of tobacco is capable of great improvement and development in India; and it is probable that if Government were prepared to incur expense, and to establish agencies in various suitable parts of the country for the growth and manufacture of the article, on the basis of the experience of experts in the same industry in other countries interesting results and valuable information, which would tend to the development of private industry in the same direction, could be gained. These experiments, however, would perhaps be a failure financially.

In conclusion, the Chamber desires to express its earnest hope that the views above set forth, more particularly in regard to the extension and improvement of lines of internal communication, and to the removal of all restrictions on trade and industry, will receive the careful consideration of the Commission. The Chamber believes that nothing will conduce more to the development of the resources of the country, to the prevention or alleviation of famine, to the increase of trade and manufactures, and to the general improvement in the condition of the agricultural and labouring classes.—We have, &c.

M. MOWAT, Chairman.
J. GORDON, Secretary.

PERFECTION.—Mrs. S. A. Allen's World's Hair Restorer (the genuine only in pink paper wrappers) never fails to restore Grey Hair to its youthful colour, imparting to it new life, growth and lustrous beauty. Its action is certain and thorough, quickly banishing greyness. It is not a dye. It ever proves itself the natural strengthener of the Hair. Its superiority and excellence are established throughout the world—Sold by Treacher & Co., Bolton & Co., D. Fernandes & Co., and Hajee Moledina Joosub, Bombay; Smith, Stanistreet & Co. and R. Scott, Thomson & Co., Calcutta; DeBaux & Co., Madras; J. L. Lyell & Shirreffs & Co., Allahabad; E. Plomer & Co., Simla and Lahore; J. Maitland & Co., Colombo; Cursetjee Nusserwanjee and Son Ahmednuggur and dealers in all principal towns.—(ADVT.)

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NOTICES.

The information contained in this Notice is to be carefully considered, to be noted in the Sailing Directions, and compared with the Chart when the ship is navigating the parts to which it refers.

HYDROGRAPHIC NOTICE.

[No. 15.]

SOUTH INDIAN OCEAN.

SEYCHELLE, FARQUHAR ISLANDS AND MADAGASCAR.

THE following information relating to Seychelle and Farquhar islands, also to port Robinson, Madagascar, (lately published at the Hydrographic Department of the British Admiralty) is derived from the remarks and surveys of Commander W. J. L. Wharton, H. M. ships *Shearwater* and *Fawn*, 1875-78.

(All Bearings are Magnetic. Variation in 1879) :—
Seychelle islands 4° 30' W.—Farquhar islands 7° 20' W.
Port Robinson (Madagascar), 9° 20' W.—Port Radama 11° W.

SEYCHELLE ISLANDS.[a]

MAHE ISLAND—PORT VICTORIA.—Vessels approaching port Victoria should pass all chequered buoys and beacons surmounted by balls on the starboard hand, and all black buoys and beacons with half balls on the port hand.

LIGHT.—A lighthouse, built of coral, 42 feet high, painted white, is situated 70 yards from the edge of the coral reef at the south side of the entrance to the harbour channel. Care must be taken not to mistake the lighthouse for a conspicuous white tower situated on the mainland shore northward of the town.

A fixed *red* light, visible 9 miles, is exhibited from the lighthouse between the bearings of South through west to N. W. ½ N., except where obscured by the adjacent islands. A red sector of light is also shown over the anchorage in port Victoria.

NIGHT ANCHORAGE.—By means of a bearing of this light, an anchorage can be obtained at night to the north-west of St. Anne's island, whose bold peak presents a good object; but a stranger is not advised to attempt to pass the buoys; they are too small to be seen at night.

TO ENTER PORT VICTORIA.—On rounding the northern end of St. Anne's island, a red and white chequered buoy with staff and ball will be observed bearing W. by S., distant 1¼ miles from the north point of the island.

Pass this buoy at a distance of about 100 yards on the starboard hand, and a black buoy with staff and half-ball, which lies 2½ cables to the south-east of the chequered buoy, on the port hand.

Steer S. W. by S. until beacon island is in line with the south point of St. Anne's island, then keep these objects in line astern, which will lead between two buoys placed on 3-fathom patches on either side of the entrance to the inner harbour channel, and will lead a vessel in until the lighthouse bears S. W. Thence the lighthouse—which, as before remarked, is 70 yards from the edge of the reef—the posts on the reef, and the eye, must be the guides to the inner anchorage.

CAUTION.—The posts erected on the points of the coral reef bordering the harbour channel are not unfrequently washed away and are not always promptly replaced. The buoys in the outer anchorage are very small, and are not kept painted.

A mooring buoy belonging to the Messageries Maritimes Company is placed in 12 fathoms water 4 cables N. E. by E. of the lighthouse. Vessels anchoring in the vicinity of this buoy should give it a berth of half a cable; the anchors lie east and west.

THE INNER HARBOUR, a basin in the coral reef, is of irregular shape. The channel into it is 200 yards wide, and has well defined and steep edges.

With the two following exceptions the harbour is clear of detached rocks: one of 12 feet N. E. ½ E., 1¼ cables from the Long or Victoria pier end, and another of 14 feet S. E. ½ S., three-quarters of a cable from the pier. These are both small and do not generally show, but they are clear of the most convenient berths.

POSITION.—The observation spot on Houdoula Jetty is situated in lat. 4° 37' 15" S., long. 55° 27' 23" E., depending upon Aden (Telegraph office) being in 44° 58' 32" E., and Rodriguez (Transit of Venus Observatory, 1874, Mathurin bay) being in 63° 26' 15" E.[b]

PIER.—Victoria pier, 1,050 yards long, is built over the shore reef to the inner harbour, and is terminated by a T head, at present used as a coal depot. A vessel can lie alongside, but would require careful mooring to keep her off the reef, which projects under water. There are no bollards for securing.

WATER.—Water of an excellent quality (price two shillings per ton) is conveyed by a pipe to the landing place, two-thirds of the way along Victoria pier. Boats can fill up on either side of the pier at high water, but the northern side dries at low water springs.

MAILS.—The mail steam vessels of the Messageries Maritimes Company call at port Victoria on their way to and from Aden and Mauritius once a month, except during the south-west monsoon (or from May to October), when they call only on their return voyage to Aden.

TIDES.—It is high water, full and change, at port Victoria at 4h. 15m.; springs rise 5½ feet; neaps 3 feet.

PLATTE ISLAND is low, but has trees on it, and of late years Cocoanut trees have grown. The island was visible from the *Shearwater's* masthead from a distance of 12 miles.[c]

LA PERLE REEF.—A dangerous shoal known as La Perle reef, said to have 12 feet least water, lying to the south-west of and distant 10 miles from Platte island, was examined in 1875. The danger appeared to consist of a reef about 3 miles in length, N. W. by N. and S. E. by S., but of little width: no dry sand or rocks were visible. A small isolated patch has been reported a mile or two farther westward, but was not seen by the *Shearwater*. The vessel anchored in 7½ fathoms, 1¼ miles from a long line of breakers, but the swell was too heavy to allow a boat to venture nearer the breakers than at a distance of several hundred yards, where there was 4 fathoms. The breakers were not continuous, and were observed especially in three spots about a mile apart.[d]

La Perle reef appears to be on the southern extreme of a bank of soundings connected with Platte island; on this bank 14 fathoms was obtained. Commander Wharton places the centre of La Perle reef in lat. 6° 1' S., long. 55° 17¼' E., and Platte island, south end, in lat. 5° 53' S., long 55° 23¼' E.; Houdoula jetty, Mahe, Seychelles being in 55° 27' 23" E.

COETIVY ISLAND, examined by Commander Wharton in 1875, is about 5½ miles long, 1½ miles wide, 40 feet high, and covered with cocoanut trees; it has several sand hills, but none are higher than the trees. The island is fringed by a reef which, at the south end extends 3 miles from the shore. The reef is dry at low water, and breaks heavily; there is deep water close to its east and north sides; but on the west and south-west sides a bank of soundings, with 5 to 20 fathoms, sand and coral, extends 2 to 6 miles from the shore of the island; this bank may plainly be seen.

There is anchorage anywhere on the western side of Coetivy, but the most convenient for communication is off the settlement near the centre of the island. Anchor in 10 fathoms with the huts bearing East 7 cables distant, and north-west extreme of island N. E. by N. The shore reef is broken at this part and a boat can land on the sandy beach, but care must be taken to avoid the shoal patches which lie at a quarter of a mile from the shore.

The population, consisting of 60, are all employed by the proprietor, who exports oil to Mauritius.

POSITION.—The north end of Coetivy is in lat. 7° 6' S, long. 56° 16¾' E., Houdoula jetty, Mahe, Seychelles being in 55° 27' 23" E.

FARQUHAR ISLANDS.[e]

These islands, formerly known as Joao de Nova, are a dependency of Mauritius. The group forms an *atol* 11¼ miles long in a north-east and south-west direction, but the central lagoon being shallow, with numerous dry banks and patches, affords no shelter except to small vessels. The largest islands of the group, situated on the eastern side of the reef, are low, with a few bush-covered sand hills 30 to 50 feet high. The reef which fringes the group, appears tolerably steep except in the north-west part, where a sand bank of 6 to 12 fathoms, plainly visible, extends westward 3½ miles. The outer edge of the bank lies W. by N. nearly 5 miles from Trois isles; eastward of Trois isles the bank extends 3 to 8 cables from the shore, and shoals rapidly from 20 to 5 fathoms.

There is good anchorage on the bank off the entrance of the lagoon channel, except during the hurricane season, December to April inclusive. The best berth is in 7 fathoms, sand, with Race point bearing South, and the north extreme of the north island E ½ N. Here the tides run strongly the ebb to the west, flood E N. E.; the flood is the stronger of the two streams. Little or no swell was found at this anchorage, although the sea was heavy outside. South-east winds prevail from April or October; during the remainder of the year the winds are variable.

Trois isles, on the north-west reef, are mere specks of islands bush-covered; there are really six islets, but three are bare and almost awash at low water. Goelette, on the south-east side, is low and bare, with a small sand hill. The reef extends 5 miles W. S. W. of Goelette, and 4 miles S. W. by W. of the western wooded Trois isles, where there is another shallow break in the reef.

LAGOON.—The entrance to the inner harbour is situated at the west end of the north island. The harbour is small, and, except in cases of emergency, for vessels drawing less than 10 feet practically useless, on account of the narrow crooked entrance and the rapidity of the tides. Probably the least water in the channel is 3 fathoms, but there are numerous coral heads on which the depth may possibly be less.

TIDES.—It is high water full and changed at 4 hours, springs rise 7 feet, neaps 5 feet.

SETTLEMENT.—The islands are at present leased by a Mauritius firm, who have about 40 people employed, and have planted a considerable number of cocoanuts. The chief settlement, named Grand Poste, is at the west end of the north island, where a stone house with a flagstaff stands on a sand hill 35 feet high.

POSITION.—The stone house at Grand Poste is in lat. 10° 6' 45" S., long. 51° 10' 24" E. depending on the Martello tower, Cooper island, Mauritius being in 67° 29' 32" E.

Turtle and fish abound; boobies and terns breed in great numbers on the islands. Fresh water may be obtained by digging.

MADAGASCAR.—NORTH WEST COAST.[f]

PORT ROBINSON, about 6 miles west of cape Amber, is a snug harbour, and has the advantage of a straighter channel than either port Jenkinson or port Liverpool, which are situated immediately to the westward; the reefs on either side can be clearly seen from aloft, and the eye must be the chief guide in entering the channel, which has a depth of 9 to 12 fathoms, and is 130 yards wide at the narrowest part. The tides run strongly in the entrance but directly through the passage, which is open on a S.E. by S. bearing.

The *Fawn* found a good berth in 11 fathoms, sand and mud, with the north-west point of entrance bearing N.N.W.½W., and Rocky point W. by S; the reefs being three-quarters of a cable distant on either side. Further in there would probably be more room to turn, but this part was not examined.

Water could probably be found at all times by digging in the valley on the north-east side of the harbour.

The country in the neighbourhood of Port Robinson seems almost deserted. Herds of cattle roam over the hills and plains, but no foot-steps of men were seen, although the dry grass on the hills had recently been burnt. Wild pigs, guinea fowl, and wild fowl were seen in the neighbourhood.

TIDES.—It is high water full and change at Port Robinson at 4 hours 15 min.; springs rise 7 feet.

CAPE AMBER.—The country about cape Amber presents a broken outline, the highest points of which are probably above 1,000 feet high: the hills are bare with the exception of the peaks which are grass covered; Liverpool hill is remarkable from being broader than the other hills, and from being the only wooded hill in the neighbourhood except Dark round hill. These two show dark by contrast, Robinson hills are of rounded basalt, and covered with grass.

Off cape Amber, during the south-east trade, there is a heavy sea, which gives an appearance of shoal water: but the broken water is caused by the strong westerly current round the cape meeting the tidal stream from Mozambique channel.

PORT RADAMA, NORTHERN APPROACH TO.—A coral reef on which H.M.S. *Vestal* recently struck lies S.¾W., about 6½ miles from the southern Bermabomey island, and N.N.E¾E. from the centre of Erandza island. This reef uncovers at low water, and is of considerable extent; its outer edge lies nearly 3 miles from the adjacent mainland.[g]

Great caution is necessary in entering any of the bays in this locality.

Marine Survey Department, Calcutta, 3rd April 1879.

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

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[a] See British Admiralty charts:—Indian ocean, No. 748b; Seychelle group, No. 721; Approaches to port Victoria, also plan of port Victoria, No. 722; scale, m=1½ inches and 6 inches. This notice cancels the British Admiralty Hydrographic Notice, No. 20 of 1870.

[b] Hydrographic Department, 1878.

[c] Lieutenant Taylor, H. M. S. *Cossack*, 1869, remarked that vessels bound to the southward from the Seychelles should not attempt to pass to windward of the islands and reefs lying between Seychelles and the north end of Madagascar, the winds being variable, the weather frequently thick and hazy, the currents strong and uncertain, apparently for a great part of the year. The *Cossack* experienced the strong westerly current very unequally, and twice in proceeding from Seychelles to Madagascar had to use steam to ensure the safety of the vessel.

[d] Originally published in British Admiralty Notice to Mariners, No. 39 of 1875.

[e] See British Admiralty chart:—Farquhar islands, No. 718; scale, m=0·8 inch.

[f] See British Admiralty charts:—Madagascar, northern portion, cape St. Andrew to Antongil bay, No. 758: ports and anchorages in the vicinity of cape Amber, No 676; scale m=0·4 inch. Also, Hydrographic Notice, No. 31 of 1877.

[g] Information by Navigating Lieutenant C.H.S. Douglas, H.M.S. *Vestal*, 1878.

NOTICE.

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NOTICES.

The information contained in this Notice is to be carefully considered, to be noted in the Sailing Directions, and compared with the chart when the ship is navigating the parts to which it refers.

HYDROGRAPHIC NOTICE.

[No. 16.]

TORRES STRAIT AND NEW GUINEA SOUTH-EAST COAST.

THE following information (lately published at the Hydrographic Department of the British Admiralty) is derived from the remarks of officers of H. M. ships employed on the Australian station: received through Commodore A. H. Hoskins, C.B. Also from journals of the Reverend Messrs. Macfarlane and Chalmers, of the London mission vessels *Ellangowan* and *Bertha* (1877-78).

All Bearings are Magnetic. Variation in 1879.
Normanby Sound 4½° Easterly Port Moresby 6° Easterly.

TORRES STRAIT.—PRINCE OF WALES' CHANNEL.[a] [b]

Ipili reef.—The small red beacon formerly placed upon a portion of wreck lying on the north-west part of this reef has disappeared.

SUNK REEFS ([d]).—These reefs, lying on the north side of Prince of Wales' channel, are reported by the signalman at Goode island to extend one and a half miles farther to the westward than is shown on the Admiralty charts or to the longitude of 142° 6' 15" E. As these extension shoals are said to narrow Prince of Wales' channel, great care should be taken when navigating in this vicinity.

NORMANBY SOUND.—The following buoys and beacons have been placed in this channel:—

A red buoy north of and close to Ghibbar rock.

A black beacon on the southern edge of the reef extending westward from Wai-weer island; the beacon lies North, distant 5 cables from the east side of Black rock.

A black buoy close off the western edge of the reef which extends west from Thursday island, west extreme.

ELLIS CHANNEL.—The following buoys and beacons have been placed in this channel:—

A red buoy on Hovell rock, with Quoin point, the south extreme of Goode island, in line with Vivien point, the south extreme of Thursday island bearing W. by N. ½ N., and channel rock in line with the south-east point of Thursday island bearing N.E.½N.

A red beacon on the western edge of Madge reefs bearing S.E. by E ½ E., distant 7 cables from Vivien point.

A black beacon on the eastern edge of Madge reefs bearing S.S.E., distant 7½ cables from east extreme of Thursday island.

A red buoy S.S.E. from the east extreme of Thursday island, distant 6½ cables.

A black buoy at both the east and west extremities of Hovell bank.

It is intended to place a red buoy north of the west Hovell bank buoy, distant 1½ cables.

GREAT NORTH-EAST CHANNEL.

COCOANUT ISLE.—H.M.S. *Sappho*, in 1878, anchored in 17 fathoms, with Cocoanut isle bearing E. ½ S., and Dove islet bearing N N.E.

NEW GUINEA.—SOUTH-EAST COAST.[c]

CAUTION BAY TO PORT MORESBY.—Inside the Barrier reef which extends between these places the least water found by H.M.S. *Sappho* was 4 fathoms.

BASILISK PASSAGE.—Immediately inside this passage a depth of 3½ fathoms was obtained by H.M.S. *Sappho*.

PORT MORESBY.—A coral reef (*Conflict reef*) awash at low water, lies S.W. by W. ½ W. from the south west extreme of Ethel island (on the eastern side of port Moresby), distant 7 cables.

This reef is a quarter of a mile long in a north-west and south-east direction, and 200 yards broad.

The shoal lying N. by W½W., distant 3 cables from Paga point, the east entrance point of port Moresby, formerly supposed to have not less than 2 fathoms water on it, appears nearly awash at low water.

PORT MORESBY TO ROUND HEAD.—H.M.S. *Sappho*, in 1878, found the channel between these places inside the Barrier reef clear of dangers, until within 5 miles of Round head, except a few sunken dangers which were easily seen.

ROUND HEAD.—This point extends about 1½ miles farther south west than was formerly supposed; numerous sunken dangers exist in the vicinity, extending from 5 miles north of the head to about the same distance south of it.

Great care is requisite when navigating among these dangers as, except under favourable conditions, they are not seen well from aloft.

HOOD LAGOON—From the eastern entrance point of this lagoon on which is situated the native village of Kerepunu a reef extends W.N.W for a distance of 3 miles approaching the north shore of Hood bay to a distance of one mile at its western extremity.

H.M.S. *Sappho* entered the lagoon by passing north of this reef, keeping about half a mile off the shore of Hood bay, and carried a depth of 5 fathoms to the entrance of the lagoon, where anchorage was obtained in 8 fathoms mud.

The discoloured water from Hood lagoon renders it very difficult to see the reef at the entrance from aloft. A large vessel should not attempt to enter the lagoon, as some shoals of about 2½ fathoms are situated within a mile of the entrance; anchorage in 6 or 8 fathoms water may be obtained outside these shoals under shelter of the reef.

COAST.—Between the east entrance point of Hood lagoon and Keppel point, which is situated 9½ miles to the eastward, the coast is indented by several large though inaccessible bays; and mangrove swamps, extending several miles inland, commence about 5 miles eastward of Hood lagoon, and extend round Keppel point.

KEAKARO BAY, from the western shore of which a reef extends nearly across to the opposite side, is situated immediately east of Keppel point.

Between Keakaro bay and Macfarlane harbour the land near the beach is sandy and dry but farther back appears low.

MACFARLANE HARBOUR—This name is applied to the outer expansion of Marshall lagoon. A good deep passage is said to exist leading from seaward into this harbour.

The eastern entrance point is a high bluff; on the western side of the harbour the land is low and apparently swampy; in this harbour are situated two native villages.

Between Macfarlane harbour and Cheshunt bay the coast forms two bays.

CHESHUNT BAY is situated about 11 miles eastward of the entrance to Macfarlane harbour, between cape Rodney and Brethren isles, a group of five rocks covered with brushwood lying N W by W from that cape, distant 4 miles. The mission vessel anchored on the eastern side of this bay.

A bank which uncovers at low water extends some distance from the shore at the head of Cheshunt bay.

A considerable stream, to which the name of Cheshunt river was applied, discharges into the sea at the head of Cheshunt bay; a depth of one fathom was found at the entrance, immediately inside of which the water is midchannel deepened to 3 fathoms, and maintained that depth for some distance; at about 6 miles from the entrance the depth was found to be 10 feet.

After passing the entrance points a large stream coming from the northward empties itself into a fine basin; three miles eastward of this Cheshunt river is joined by another stream from the northward 75 yards wide, to which the name of Reynolds river was given; between these rivers the main stream is about 150 yards wide, the banks on the both sides being covered with mangroves; above Reynolds river the stream is about 100 yards wide, contracting to a width of 75 yards at 6 miles from the entrance at which position the tidal influence was still experienced.

CAPE RODNEY.—A shoal extends about half a mile from the shore along the southern edge of this cape and detached coral dangers lie between it and the Barrier reef.

Between Sandbanks bay and cape Rodney the *Ellangowan*, drawing 6 feet, found a good passage inside the Barrier reef.

SANDBANKS BAY.—This bay is situated about 10 miles eastward of cape Rodney; the eastern side is low and formed by a long reef and sandbanks extending from a mangrove swamp; a forest of large trees lines the shore round the head of this bay, and a river (Domaru river) said to be of considerable size, falls into the bay on the western side, off the mouth of which anchorage was found in 2 fathoms at low water.

Between Sandbanks bay and Cloudy bay there is a small bight into which a river flows.

CLOUDY BAY—This bay is divided by a reef extending from Sewell island in a south-westerly direction for a distance of 4½ miles, off the extremity of which are several detached shoals; the *Ellangowan* anchored in the western portion of the bay about 2½ miles from Sewell island; at low water it dries between Eugenia islet and the main, and also between Eugenia and Sewell islands.

COLOMBIER POINT, the east entrance point of Cloudy bay, is situated about 3½ miles westward of its former supposed position; several detached shoals lie south of Colombier point and in the bight immediately east of it.

BAXTER BAY.—Between Colombier point and Table point the coast forms two indentations, the eastern and larger of which has been named Baxter bay, where the *Ellangowan* found good shelter from the trade wind. There are several shoals in the western part of this bay.

AMAZON BAY.—This bay is much encumbered with shoals; coral reefs surround Amazon island. Double rock and the eastern Amazon island are also connected by a reef, between which and the western Amazon island there is anchorage for small vessels.

Amazon bay was entered from the westward by passing between the western Amazon island and the mainland.

COAST.—Between Baxter bay and Amazon bay there is a fine tract of level land, thickly wooded, extending to the inland hills between which extensive valleys were seen.

TOULON ISLAND.—The summit of this island, covered with grass, and about 300 feet high, rises sharply from the narrow belt of low land which extends half round the island. A reef encircles Toulon island.

MAYRI BAY.—At the eastern extremity of Amazon bay the coast recedes and forms a fine, large bay, affording good, safe anchorage in S. E. winds.

MILLPORT HARBOUR, situated midway between port Glasgow and Mayri bay, with a depth of 3 fathoms in the entrance, apparently afforded good anchorage.

BARRIER REEF.—Several reefs awash are said to exist about 3 miles northward of that portion of the sunken Barrier reef lying between the meridians of 149° 43' E. and 149° 50' E.

COAST.—From the western point of Amazon bay to a few miles east of port Glasgow the hills, covered with vegetation, come boldly down to the shore; plantations are seen on the sides of many of them as high as 1,000 feet above the sea.

Between Dufaure island and Isabel cove the coast is indented by four bays, to which the names of Argyle bay, port Dudfield, Ellangowan bay, and Meikle bay have been given.

PORT DUDFIELD is completely landlocked, with a depth of 10 fathoms in the centre, and 7 fathoms at the head.

ELLANGOWAN BAY is described as a fine bay of considerable extent.

FYFE BAY, formed between Roux islands and the mainland, afforded anchorage to the *Ellangowan* in 6 fathoms.

A shoal, with 2 fathoms water on it, is reported to lie in lat. 10° 41' S., long. 150° 2' E. (approx.), or S. E. ½ E. from the southern Roux island, distant 2½ miles.

BAXTER HARBOUR, at the head of Farm bay, afforded anchorage in 6 fathoms.

STACEY ISLAND.—South cape is the southern extremity of Stacey island, which is separated from the mainland by a channel one cable broad [Marri pass], in the centre of which there is a depth 9 fathoms.

H. M. S. *Sappho* in 1878 found good anchorage in 13 fathoms, about a quarter of a mile W. N. W. from the Mission Station, established on the northern point of Stacey island. A black rock awash at high water, is situated W. by N. ½ N. distant 4½ cables from the extremity of this point.

BERTHA LAGOON, of considerable extent, is situated immediately north of Stacey island; in many places it is too shallow even for a boat, but on the western side a channel was found sufficiently deep to admit of the *Ellangowan* proceeding as far as the village, close to which a river falls into the lagoon.

TESSOT ISLAND.—A sunken danger is reported to exist N. W., distant half a mile from the north-west extremity of this island.

TESTE ISLAND.—At the west extreme of East islet there is a lagoon about 2 miles long and one broad, with two entrances, 1 a quarter of a mile wide, and from 4 to 9 fathoms deep, with a rock in the centre, which may be passed on either side. The other entrance is to narrow to be available for any but small vessels. In the lagoon there are numerous shoals, but good anchorage with shelter from any wind may be obtained near the entrance.

CHINA STRAIT.—A sunken rock [*China rock*], which seldom breaks, is reported to lie in the northern part of this strait, with Paphlas island bearing S. S. W., distant 1½ miles, and the centre of Didymus island S. E. ¾ S., distant 2 miles.

HEATH ISLAND.—H. M. schooner *Conflict* anchored in the bay on north-east side of this island, in 9 fathoms, sand, with Dinner island bearing N. 5° E. and Peninsular point [Hayter island] bearing N. 60° E.

On approaching this anchorage from seaward the soundings gradually decrease from a depth of 17 fathoms, sand.

The bay affords good shelter from S. E. winds; a missionary station has been established here.

MORESBY ISLAND.—A sunken danger, on which there is a depth of 3 fathoms, is situated about two-thirds of a mile from the shore, on the north side of Moresby island. From the shoal cape Lookout bears S. 39° E., distant one mile, and Pitt island S. 69° W., distant three-quarters of a mile.

LOUISIADE ARCHIPELAGO.[d]

CALVADOS CHAIN.—A shoal of coral ground, with 13 or 14 fathoms water upon it, lies 2½ miles south of the south-west extreme of Stanton island. From the shoal Huxley island summit bears N. 34° E., distant 5 miles, and summit of Mewstone N. 53° W., distant 1½ miles.

A sunken danger, with 3 fathoms upon it lies 2½ miles S. S. E. from the east extreme of Stanton island. From the shoal Huxley island summit bears N. 3° E. distant 3½ miles and summit of Mewston N, 62° W., distant 11 miles.

A shoal of coral ground, on which the bottom was clearly seen, is situated 1½ miles S. ½ W. from Robinson island south extreme. From the shoal Quoin rock bears N. 35° W. distant 3½ miles, and Kuloumu island, west extreme, N. 59° E., distant 4 miles.

JOANNET ISLAND, N.W. BAY.—From the north side of the small island situated in the centre of this bay a sandy spit about 20 yards wide, and dry at low water, extends north for some distance.

This spit, together with numerous reefs, completely block the channel between the island and the north shore of the bay.

SUD-EST ISLAND.—A shoal, on which the bottom was clearly seen, is situated about 3 miles from the south-west point of Sud-est island, with Bousquet point bearing N.37°W., distant 7 miles, and mount Rattlesnake bearing N.45°E.

Marine Survey Department, Calcutta, 3rd April 1879.

JOHN A. M. MACDONALD, Colonel,
Secretary to Government.

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[a] See British Admiralty charts:—Australia, northern portion, No. 2759a; Coral sea and Great Barrier reefs, No. 2764; Australia, north and east coast, sheet 20, No. 2354; Torres strait, north-east and east entrances No. 2422; Torres strait, western channels, No. 2375; and Admiralty plan:—Normanby sound and Prince of Wales' channel, No. 691, scale m=2 inches: Also, Australia Directory, vol. 2, 1864, pp. 240—243; and Hydrographic Notice, No. 27 of 1875, page 2, and No. 37 of 1878.

[b] Navigating Lieutenant H. S. Penn, H.M S. *Sappho*, 1878.

[c] See British Admiralty charts:—Australia, northern portion, No. 2759a; Coral sea and Great Barrier reefs, No. 2764; Papua or New Guinea, sheets 5, 6, 7, and 8. Nos. 2121, 2122, 2123, 2124; and Admiralty plan:—Port Moresby, No. 2126, scale m=2·9 inches: Also, Australia Directory, vol. 2, 1864. pp. 367—378, 383, 391; and Hydrographic Notices, No. 8 of 1873, No. 25 of 1875, page 6, and No. 11 of 1877.

[d] Lieutenant J. G. Musters, commanding H. M. schooner *Conflict*, 1878.

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CIVIL, NAVAL AND MILITARY TAILORS,
MEADOW STREET, FORT, BOMBAY.

TRAVELLERS' REQUISITES.

S. ROSE and Co. beg to call attention to their new supplies of

SOLID LEATHER DRESSING CASES.

Solid Leather Dressing Cases, containing Nail Scissors, Nail Cleaner, Nail File, Penknife, Nail Brush, Tooth Brush in Metal Box, Hair Brush, and Comb and Soap Box .... Rs. 12 0

Solid Leather Dressing Cases containing Nail Scissors, Nail File, Tweezers, Boot Hook, Penknife, two Razors, Looking Glass, Razor Strop, Shaving Brush, Hair Brush and Comb, Tooth and Hair Brushes in Metal Box, and Soap Box .... Rs. 35 0

THE ASHANTEE POCKET HAMMOCK.

Forms a Luxurious Bed, Couch, or Seat;
It supports every part of the body evenly and completely, and the rest in it is surprisingly enjoyable and refreshing.
Each Hammock includes:

Oil Cloth Case, 2 Ropes, 2 Screw Hooks, and full Directions, &c.	Cash Price No. 1 Rs. 10. Cash Price No. 5, Rs. 12.	Cash Price No. 3, Rs. 13. Cash Price No. 6, Rs. 16.

CHAMPAGNE KNIVES. Each, Rs. 2-8.
BARREL CORKSCREWS. Each, Re. 1-8
Folding Knife and Fork .... Rs. 2 0

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Set in box consisting of Backgammon Chess and Draughts, and Race Game .... Rs. 5 0
Do. containing 10 Games, in polished pinewood box .... Rs. 12 0
Do. containing 11 Games in polished Mahogany case with brass name plate .... Rs. 25 0
Larger sets in stock at Rs. 35 and .... „ 55 0

THE EMPEROR'S BINOCULAR.

Each Sight-Glass consists of Three Lenses, and each Object-Glass of Three Lenses also, consequently there are Twelve Lenses contained in each Binocular, by which the greatest possible power and the largest field of vision are obtained. The casting is of metal, covered with russia leather, and each Binocular is fitted in a strong leather case, with shoulder-strap and buckle complete, the whole being contained within a very small space .... Cash price 45 0
Ditto ditto ditto small size, Cash price 35 0
In addition to the abovementioned Glasses, a large variety of others are in stock, priced from Rs. 16 to Rs. 135.

BINOCULARS.

THE "UNIVERSAL" Binocular, with three Transposing Lenses, suitable for The Theatre, The Field, The Marine, Moveable Sun Shades. Complete in Case, with Strap Sling .... Rs. 50 0
Pronounced by all who have seen it to be the most perfect Binocular ever manufactured.

LADIES' TRAVELLING BAGS.

Roan leather, cap frame, gilt barrel lock, leather lined, studs on bottom. 10 inch Bag contains:—Mirror, Hair Brush and Comb. Tooth and Nail Brushes in bone roller, Soap Box, Stiletto, Button Hook, Penknife, and pair of Scissors .... Rs. 20
11-inch Bag contains: Mirror, Hair Brush and Comb, Tooth and Nail Brushes in bone roller, Soap Box, Stiletto, Button Hook, Penknife, Pair of Scissors, and Scent Bottle .... Rs. 25 0
BIJOU LADIES' DRESSING CASE, in Russia Leather, consisting of Looking Glass, Brush and Comb .... Rs. 2 8
DRESSING BAGS of Superior quality from .... Rs. 40 0

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Assortment of the best patterns of the present Season from De la Rue & Co., from Rs. 1 per pack.
Portable Chess, Draughts, Go-Bang, Dominoes, &c., &c. always in stock.
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Oriental Moguls .... „ 2 8
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PORTABLE DECK CHAIRS.

No. 1 Gentleman's pattern, with arms, strong carpet seat, well bolted throughout, folding on an improved principle, by Birchwood, well finished 10 0
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Cheap Folding Croquet Chair 6 0

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Square Travelling Inks, each .... Rs. 1-8, 5-4, 6 and 6 8
Travelling Inks Round, each .... Rs. 2-4, 3-2, 4-5 and 6 8
Do. Double, each .... Rs. 5 and 10 0
Do. Other Patterns .... Rs. 1-8, 2- , and 3 0

LEATHER-COVERED BRANDY FLASKS.

With Screw Top and Metal Drinking Cup.

Size	Rs.	As.
¼ Pint, size, Cash	1	8
½ „ „ „	2	0
1 „ „ „	2	8
1½ „ „ „	3	0

Cigar Cases best Morocco and Calf .... Rs. 10 0
Electro-plated Silver Fusee Boxes .... Rs. 3 4 and 5 0

S. ROSE & Co., 9, Rampart Row, Bombay.

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BOMBAY AND POONA.

DIRECT the attention of intending purchasers to their large stock of Clocks for all purposes.

SCHOOL AND OFFICE CLOCKS,

In Ebony and Gold, Walnut, Rosewood, and Mahogany, including all the newest patterns in English, French, Austrian and American productions.

From Rs. 35 to Rupees 250 Cash.

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Gold Lined and Inlaid with Malachite, visible escapement, Jewelled Pallets, striking Hours and Half-hours.

From Rs. 90 to Rs. 250.

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In Gilt, Nickel and Gilt, Ormolu and Alabaster.
Rs. 40 to Rs. 150, including glass shade and stand.

PALANQUIN CLOCKS AND TIME-PIECES.

We keep a large assortment of these useful Clocks, in every possible size and pattern, from the Miniature Time-piece, price Rs. 65, to the full-size quarter Repeater, Rs. 275. We can strongly recommend the full size Palkee Time-piece at Rs.5; ditto striking at Rs. 95. Our stock comprises upwards of 300 of these Elegant Clocks.

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C. MARCKS AND CO.,

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MANUFACTURED DAILY.

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Highly recommended, possessing within itself the delicate aroma of Golden Leaf, and the pleasant fulness of Virginia.

Rs. 2½ per ½ lb. Packet.

NEUBERG'S VIRGINIAN HONEY DEW,

Recommended to those who enjoy a pleasant full-flavoured smoke,
"AN OLD SMOKER'S CHOICE."
Rs. 2 per ½ lb. Packet.

NEUBERG'S "GOLDEN LEAF" BIRD'S EYE

FRESH AND FRAGRANT,
Re. 1 per ½ lb. Tin.

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A very handsome Bay Arab Mare, 5 years old, 14-3 high broken to and fast in harness, Rs. 1,000. Also a Dogcart by Bennett and Co., Ipswich, has been very little used, and is a very stylish Cart, Rs. 550.

An Iron Grey Arab Horse, 5 years old, 14-2½ high, is very strong, a good mover quiet and fast in harness, suitable for Brougham or Dogcart, Rs. 400.

A strong and powerfully built white Arab, aged, 14-1 high, goes well in saddle and harness, Rs. 350.

A Bay Australian Gelding, 5 years, 15-3 high, goes in all harness, is quiet to ride and a good fencer, Rs. 700.

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A Bay Arab Gelding, 7 years, 14-1 high, a showy saddle horse and a free goer, Rs. 400.

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SADDLERY AND HARNESS
OF EVERY DESCRIPTION.
WHIPS, SPURS,
AND
MILITARY ACCOUTREMENTS.

For Sale at this Office,

A BOOK-BINDERS' SAW-BENCH. This Machine is for sawing the backs of Books and it is arranged for foot or steam power. It contains seven Circular Saws and various-sized Washers for changing every quarter of an inch.

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COMMERCIAL UNION ASSURANCE COMPANY.
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CAPITAL—£2,500,000.

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HEAD OFFICE,
PARIS.

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RESERVE FUND £800,000

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BANK OF ENGLAND.
UNION BANK OF LONDON.
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DEPOSIT ACCOUNTS are opened for fixed periods at rates to be obtained on application. No deposits received for less than thirty days.
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CAPITAL PAID UP—£1,500,000.
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No interest is allowed on Current Deposit Account.

BILLS are bought and sold on England, Scotland, Ireland, Paris, and on the Branches and Agencies of the Corporation at Calcutta, Madras, Ceylon, Singapore, Hongkong, Shanghai, Yokohama, Mauritius, Port Elizabeth, Melbourne, Sydney, and New Zealand.

Circular Notes are also issued for the use of Travellers negotiable in all towns of importance throughout the world.

The Corporation effect the purchase and sale of Government Paper, Stocks, Shares, &c., on account of constituents, and undertake the safe custody of the same, drawing the interest and dividends as they fall due.

Office Hours from 10 A.M. to 3 P.M. Saturdays from 10 to 1.

NATIONAL BANK OF INDIA (Limited.)

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Interest is allowed on Current Deposit Account at 2 per cent. per annum on the daily balances up to Rs. 1,00,000, but no interest will be allowed on balances under Rs. 1,000.

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The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

Deposits subject to 6 months' notice of withdrawal, 4 per cent.
Do. do. 12 do. do. 5 „

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The Bank negotiates and collects Bills payable in London, Calcutta, Madras, Shanghai and Hongkong. It also grants Drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By Order of the Directors,
WM. A. BAKER, Manager.
Bombay 1st December 1877.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

HEAD OFFICE: 65, Old Broad Street, London, E. C.

LONDON BANKERS.
BANK OF ENGLAND. | LONDON JOINT STOCK BANK.

MONEY REMITTED.

At current rates of Exchange by the Bank's Drafts on its Branches and Agencies in the East, and
On LONDON, | On IRELAND,
„ SCOTLAND, | „ PARIS.

And also on all the principal Towns in the AUSTRALIAN COLONIES, NEW ZEALAND, and TASMANIA.

If desired, the Bank will send the Drafts direct to the party whose address is given.

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On Current Deposit Accounts is allowed at 2 per cent. per annum, on the minimum Monthly Balances, up to Rs. 100,000, but no interest will be allowed on balances of less than Rs. 1,000.

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Subject to 12 months' notice of withdrawal interest will be allowed .... at 5 p. ct. per annum.
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H. W. JONES,
Bombay Agent.

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HATTON COURT, THREADNEEDLE STREET, LONDON.
INCORPORATED BY ROYAL CHARTER.

PAID-UP CAPITAL—£800,000.
RESERVE FUND—£150,000.

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VERY sound and of splendid aroma, at Rs. 8 per dozen Quarts. Apply to
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FOR SALE,
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Item		Rs.
Montferrant Claret of 46 to 50 Galls. Hhd.	Rs.	170
St. Emilion do. do. do.	„	220
St. Julien do. do. do.	„	275
Medoc per dozen quarts	„	15
St. Julien do.	„	18
Margaux do.	„	25

BRANDY IN CASES.

Item		Rs.
Cognac Vieux per dozen	Rs.	18
Cognac Champagne do.	„	20

Enquire at Messrs. DESCHAMPS & Co.,
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LIGHT WINES FOR THE HOT SEASON.

Cash. Qts.	Cash. pts.	Wine	Credit. Qts.	Credit. pts.
15-8	„	Grave	16-0	„
17-4	„	Corlowitz	18-0	„
17-12	19-12	Light Chablis	18-8	20-8
19-4	21-0	Light Sauterne	20-0	22-0
19-4	21-0	Laubenheimer	20-0	22-0
25-2	27-12	Assmauhauser	27-0	29-0
33-12		Liebfraumilch	35-8	

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ALLAN'S SUPERIOR NEW TWEEDS.

Coat and Trousers .... Rs. 16, 20 & 25
Do. do. .... „ 30 to 45
Fine Black and Blue Serge Suits .... Rs. 26
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Oxford Cloth Shirts, six for Rs. 25 to 27
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TO ensure prompt delivery and prevent disappointment, early indents are solicited.

EXTRACT:—"For excellence of material, style of finish, durability, lightness, and waterproof qualities, the Tents I have received from the Elgin Mills, Cawnpore, both for Hill and Plains, far excel any I have ever met with in India."

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UNSURPASSED AS A FAMILY MEDICINE AFTER FORTY YEARS' TRIAL.

IT is a purely and carefully prepared VEGETABLE COMPOUND.

And a complete mitigator of Pain.
A capital antidote for SCORPION STINGS and SNAKE BITES.

AS an application for BRUISES, BURNS, NEURALGIA and RHEUMATISM has no equal.

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Or any sort of Bowel Complaint it stands alone for efficiency and rapidity of action.

Full Directions accompany each bottle.
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